

HANDBOOK OF  
EUROPEAN COMMERCE

FOR THE USE OF PURCHASERS & MERCHANTS

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*James J. Bell*



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# CUNARD LINE.

NOTICE.—With the view of diminishing the chances of Collision, the Steamers of this Line take a specified course for all seasons of the year.

On the Outward Passage from Queenstown to New York or Boston, crossing the Meridian of 50 at 43 Lat., or nothing to the North of 43.

On the Homeward Passage, crossing the Meridian of 50 at 42 Lat., or nothing to the North of 42.

## FROM LIVERPOOL TO NEW YORK, BOSTON, THE MEDITERRANEAN, FRANCE, ETC.

Abyssinia.	China.	Marathon.	Saragossa.
Algeria.	Cuba.	Morocco.	Scotia.
Aleppo.	Demerara.	Olympus.	Scythia.
Atlas.	Hecla.	Palmyra.	Siberia.
Batavia.	Java.	Parthia.	Sidon.
Bothnia.	Kedar.	Russia.	Tarifa.
Calabria.	Malta.	Samaria.	Trinidad.

Appointed by Her Majesty's Postmaster-General  
to sail for America

## EVERY TUESDAY AND EVERY SATURDAY.

STEAMERS FOR NEW YORK AND BOSTON, from Liverpool, on Saturdays and Tuesdays. Fares:—By non-emigrant steamers, First Cabin, £26; Second Cabin, £18; and by other steamers, Saloon Passage, 15 Guineas, 17 Guineas, and 21 Guineas. Return Tickets, £45 and 30 Guineas. Steerage at Reduced Rates.

STEAMERS FOR NEW YORK AND BOSTON on Wednesdays and Saturdays. Fares:—First Class, \$80, \$100, and \$130.

STEAMERS FOR GIBRALTAR, MALTA, SYRA, SMYRNA, AND CONSTANTINOPLE, once every Three Weeks. Fares:—From Liverpool to Gibraltar, £10; to Malta, £15; to Syra, £18; to Constantinople, £20; to Smyrna, £23; or, for the Round Voyage out and home, £40.

STEAMERS FOR GIBRALTAR, GENOA, LEGHORN, NAPLES, PALERMO, MESSINA, CORFU, AND PATRAS, every Fortnight. Fares:—From Liverpool to Gibraltar, £10; to Genoa, £13 13s.; to Leghorn, £14 14s.; to Naples, £15 15s.; to Palermo, £13 13s.; to Messina, £14 14s.; to Corfu, £20; to Patras, £18.

STEAMERS FOR GIBRALTAR, GENOA, LEGHORN, NAPLES, ANCONA, TRIESTE, VENICE, AND (sometimes) ALEXANDRIA, every Week. Fares:—From Liverpool to Gibraltar, £10; to Genoa, £13 13s.; to Leghorn, £14 14s.; to Naples, £15 15s.; to Ancona, £21; to Trieste, £21; to Alexandria (*via* Italy), £20.

STEAMERS FOR HAVRE, from Liverpool every Wednesday and Saturday. Fares:—Cabin, £1 5s.; Steerage, 12s. 6d.

STEAMERS FOR GLASGOW (calling at Greenock), from Liverpool three times each Week. Fares:—Cabin, 12s. 6d.; Return Tickets, £1. Steerage, 6s.

STEAMERS FOR BELFAST, carrying her Majesty's Mails, from Glasgow every day (Sundays excepted). Fares:—Cabin, 12s. 6d.; Return, 20s.

STEAMERS FOR LONDONDERRY, from Glasgow every Wednesday and Saturday.

Apply at the Company's Office, New York, to CHARLES G. FRANCKLYN, Agent; at the Company's Office, Boston, to JAMES ALEXANDER, Agent; in Halifax, to WILLIAM CUNARD; in Havre, to BURNS & MAC IVER, 21, Quai d'Orleans; in Paris, to BURNS & MAC IVER, 12, Place de la Bourse; in London, to William Cunard, 6, St. Helen's Place, Bishopsgate Street, E.C., and 28, Pall Mall, S.W.; in Dundee, to G. & J. BURNS; in Glasgow, to G. & J. BURNS, 30, Jamaica Street; in Greenock, to WILLIAM SINCLAIR, Excise Buildings; in Belfast, to A. G. S. McCULLOCH & SON, Donegal Quay; in Queenstown, to D. & C. MAC IVER; in Liverpool, to

D. & C. MAC IVER, 8, Water Street.

# WHITE STAR LINE.

## UNITED STATES MAIL STEAMERS.

NOTICE.—The Steamers of this Line take the Lane Routes recommended by Lieut. Maury, on both the Outward and Homeward passages.

	Tons.	Captains.
BRITANNIC . . . .	5,004 .	W. H. THOMPSON.
GERMANIC . . . .	5,004 .	CHAS. W. KENNEDY.
CELTIC . . . . .	3,888 .	BENJAMIN GLEADELL.
ADRIATIC . . . . .	3,888 .	HAMILTON PERRY.
REPUBLIC . . . . .	3,707 .	S. G. PORTER.
BALTIC . . . . .	3,707 .	JOHN W. JENNINGS.
OCEANIC . . . . .	3,707 .	H. PARSELL.
BELGIC . . . . .	2,651 .	J. METCALFE.
GAELIC . . . . .	2,651 .	W. H. KIDLEY.

The first-class, full-powered, Iron Screw Steamships of this Line sail from Liverpool for New York every alternate Thursday, calling at Queens-town on Friday, returning from New York every alternate Saturday.

These splendid Steamships, new and uniform in model and arrangements, have been specially designed to attain the highest possible regularity and speed, and to ensure the utmost comfort and convenience to passengers.

The Cabin accommodation, comprising Ladies' Private Saloons, commodious Smoke Rooms, extensive Libraries, Pianos, Bath Rooms, instant communication with the Stewards by means of Electric Bells, &c., is unsurpassed for elegance, completeness, and comfort.

The Saloons will be found to afford unusual space, the whole breadth of the ship being devoted to this purpose; they are light, lofty, well ventilated, and handsomely furnished, whilst the comfort of passengers in the colder portions of the year, is amply provided for by an extensive arrangement of hot water pipes, and capacious fire-grates. *Being placed amidships, the Saloons are removed from the noise and motion experienced in the after-part of the vessel.*

These vessels are fitted to carry a limited number of *Steerage Passengers*, the accommodation being of the very highest order, and the lighting, ventilating, warming, and sanitary arrangements being unsurpassed in any vessel afloat.

The vessels are constructed in seven water-tight compartments, and every precaution is taken to ensure safety.

For full particulars of Passages, Rates, &c., &c., apply to

ISMAY, IMRIE, AND CO.,

34, LEADENHALL STREET, LONDON.

10, WATER STREET, LIVERPOOL.

R. J. CORTIS, 37, Broadway, New York; ALFRED LAGERGREN, 120, East Randolph Street, Chicago; H. GÉNESTAL and DELZONS, 3, Rue Scribe, Paris.

# "ALLAN" LINE OF MAIL STEAMERS,

Under Contract with the Government of Canada for the Conveyance of the  
CANADIAN AND UNITED STATES MAILS,

Running in connection with the GRAND TRUNK and other Railways, and forwarding  
Passengers on easy terms to all Stations in Canada and the Western States.

S.S. Circassian.	S.S. Scandinavian.	S.S. Nova Scotian.
„ Polynesian.	„ Moravian.	„ Manitoban.
„ Sarmatian.	„ Corinthian.	„ Phœnician.
„ Peruvian.	„ Prussian.	„ Sardinian.
„ Nestorian.	„ Austrian.	„ Canadian.
„ Hibernian.	„ Newfoundland.	„ Acadian.
„ Caspian.		

## SAIL FROM LIVERPOOL TO QUEBEC EVERY THURSDAY,

Calling at LONDONDERRY on the Friday for Mails and Passengers.

\* \* \* During the Winter Months— from the beginning of November until the first week  
in April—the Steamers go to Portland instead of Quebec, the same Railway facilities  
being in operation there for Through Booking to all parts of Canada and the States.

The route viâ Portland should specially commend itself to travellers to and from the  
EASTERN STATES.

## LIVERPOOL TO BALTIMORE, VIA HALIFAX.

Royal Mail Steamers are appointed to sail from LIVERPOOL every Alternate  
Tuesday, for Halifax, Nova Scotia, calling at Queenstown on the Wednesday for Mails  
and Passengers.

This is the most eligible Route to the Southern and Middle States.

Rates of Cabin Passage Money to Halifax, Quebec, and Baltimore, £12, £15, and £18 ;  
through to Boston or New York, £12 12s., £15 10s., and £18 10s. ; to Philadelphia,  
£13, £15 15s., and £18 18s. These Rates include Steward's Fee and Provisions, but  
without Wines or Liquors, which can be obtained on board. Intermediate, £7 7s. and  
£9 9s. ; Steerage, at reduced rates.

The Steamers of this Line are well known for their rapid passages. The Saloon and  
sleeping accommodation is unsurpassed for elegance and comfort, and the style of living  
is all that one could wish.

**THROUGH TICKETS** can be issued to all parts of Canada and the United  
States.

**BAGGAGE** taken from the Ocean Steam Ships to the Railway Cars free of expense.

**RETURN TICKETS**, £22, £25, and £30.

The attention of travellers to and from the WESTERN STATES is specially directed  
to this route.

For further particulars apply in Portland and Montreal to HUGH and ANDREW ALLAN ;  
in Quebec, to ALLANS, RAE, & Co. ; in Havre, to JOHN M. CURRIE, 21, Quai d'Orleans ;  
in Paris, to GUSTAVE BOSSANGE ; in Antwerp, to RICHARD BERNS ; in Rotterdam, to  
G. P. ITTMANN & ZOON, or VAN ESAU WAMBERSIE & RUYS ; in Hamburg, to SPIRO &  
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The magnificent Clyde-built Steamers of  
**THE NORTH GERMAN LLOYD.**

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ODER .....	3500	700	HANNOVER .....	2500	500
HANSA .....	3500	700	KÖLN .....	2500	500
AMERICA .....	3500	700	STRASSBURG .....	3500	700
HERMANN .....	3000	700	KRONPRINZ FRIED-		
WESER .....	3000	900	RICH WILHELM .....	3000	500
RHEIN .....	3000	900	GRAF BISMARCK .....	3000	500
MAIN .....	3000	900	FELDMAR. MOLTKE .	3000	600
MOSEL .....	3500	900	MINISTER ROON .....	3000	600
DONAU .....	3000	900	HOHENZOLLERN .....	3000	700
BALTIMORE .....	2500	500	NECKAR .....	3500	900
BERLIN .....	2500	500	GENERAL WERDER...	3000	600
OHIO .....	2500	500	ODER .....	3500	900
LEIPZIG .....	2500	500	HOHENSTAUFFEN ...	3000	700
BRAUNSCHWEIG .....	3000	600	SALIER .....	3000	700
NURNBERG .....	3000	600	HAPSBURG .....	3000	700

From NEW YORK on Saturdays to SOUTHAMPTON and BREMEN.  
Fare, 1st cabin, \$100; 2nd cabin, \$60 gold.

**SOUTHAMPTON FOR NEW YORK DIRECT**  
every Tuesday afternoon, at 2 o'clock,  
under Mail contract with Her Majesty's Government.

*Fares from Southampton to New York,*

First Class, £23.                      Second Class, £13.

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Fare from Baltimore to Southampton or Bremen, \$100 gold.

**FROM HAVRE TO NEW ORLEANS**  
*(calling at Havana)*

on every alternate Saturday during the Season.

*Through fares from London via Southampton,*

First Class, £31 10s.                      Steerage, £9.

Fare from New Orleans to Southampton and Bremen, \$150 gold.

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„ *New York*..... OELRICHS and Co., Broad Street.

„ *Baltimore*..... A. SCHUMACHER and Co.

„ *New Orleans* .. ED. F. STOCKMEYER and Co.

„ *Havana*..... H. UPMANN and Co.



GENEVA.

# GRAND HOTEL DE LA PAIX.

PROPRIETOR—J. KOHLER.

This splendid Hotel, situated in the finest position of the town, on the Quai of Mont-Blanc, near the English church and the landing-place of the steamers, surrounded with fine gardens, affords to foreign families all the desirable comforts. It contains 150 independent rooms and first-rate style furnished drawing-rooms, large and small apartments, and twenty balconies. From every window of the Hotel you enjoy a magnificent view over the Lake and all the ridge of Mont-Blanc. The delicacy of cooking is proverbial.

~~~~~  
Reading, Smoking, & well fitted up Bathing Rooms.

UNIVERSAL REPUTATION.

*The Omnibus of the Hotel stands at the Station for the  
arrival of the Trains.*

GENEVA.

# HOTEL DE L'ECU.

PROPRIETOR—GVE. WOLFF.

*Proprietor also of Hotel Byron, near Villeneuve.*

This unrivalled and admirably conducted Hotel has long enjoyed an extensive and high reputation among travellers. Situated in the finest part of the town, and facing the lake, it commands a beautiful view of the environs. Its accommodation is of so superior a character, that Tourists will find it a highly desirable place of residence or of temporary sojourn. Table d'Hote at 1 o'clock, 4 fr. ; at 5 o'clock, 4 fr.



*Arrangements made with Families during the Winter  
Months at very reasonable charges.*

**New Reading and Smoking Rooms.**

GENEVA.

# GENEVA MUSICAL BOXES.

BY SPECIAL APPOINTMENT TO H.R.H. THE PRINCE OF WALES.

PRIZE MEDAL, PARIS EXHIBITION, 1867.



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MANUFACTURER,

PLACE DES ALPES, GENEVA.

*(Facing the Lake and Mont Blanc.)*



SPACIOUS SHOW-ROOMS ON THE GROUND FLOOR.

Manufactures himself MUSICAL BOXES and FANCY MUSICAL ARTICLES of every description, from 5 francs and upwards.

*This unrivalled Establishment is especially patronised by English and American families.*

GENEVA.

HOTEL DE LA METROPOLE,

DIRECTED BY MR. FREDERIC BAUR.

This large and excellent Establishment, situated in the most favourable quarter of the town, facing the Pont du Mont Blanc, with the English Garden in front, which is well provided with flowers and shrubs, and shady seats, and goes to the edge of the lake.

From the rooms in front there is a very fine view of the lake, and from those at the back the snow-capped summit of Mont Blanc is seen in the distance ; and from an Observatory at the top of the house, of very easy access, both can be seen, and a very extended view of the surrounding country.

It contains 200 most elegantly furnished Bed and Sitting Rooms in every variety, and the Proprietor himself superintends all the arrangements.

A Reading Room, with all English, American, French, and German newspapers, and a spacious Coffee and Smoking Room are in the Hotel ; in short, every comfort Visitors can expect in a first-class Hotel is at their disposition.

The House, by its good ventilation, is exceedingly cool in summer ; and in winter is heated by large stoves. Charges are very moderate, and Pension during the winter. Table-d'Hôte three times a day. Omnibus from the Hotel three times a day.

Private Carriages and Cabs always ready.



GENEVA.

# HOTEL DES BERGUES.

PROPRIETOR—F. WACHTER.

IN A MATCHLESS POSITION, AND OF  
EUROPEAN REPUTATION,

this large first-class Hotel was entirely re-arranged  
and freshly decorated in 1870—with  
the addition of a new superb

SALON DE CONVERSATION.

~~~~~  
LIFT AND WINTER GARDEN.

~~~~~  
UNRIVALLED FOR ITS FINE CELLAR OF WINES, ITS DINNERS,  
AND PROMPT ATTENDANCE.

~~~~~  
*Pension for the winter months at very moderate prices.*

# THE BOYTON LIFE DRESS COMPANY.

REGISTERED TRADE MARKS.

BOYTON-MERRIMAN LIFE DRESS.



CAPTAIN BOYTON, *General Agent and Demonstrator.*  
MICHAEL P. BOYTON, *Manager and Secretary.*

OFFICE: 449, STRAND, LONDON, W.C.

THE  
**Boyton-Merriman Life Saving Dress,**

INVENTED AND MANUFACTURED BY

C. S. MERRIMAN, OF NEW YORK.

IMPROVED, PATENTED, AND INTRODUCED BY

**CAPTAIN PAUL BOYTON,**

*Of the Atlantic Life Saving Service, U. S.*

~~~~~  
**DESCRIPTION OF THE DRESS.**



HIS dress, the result of experiments extending over many years, is made of the finest vulcanized India rubber. It consists of two pieces designed to envelope the entire body, first :—a tunic, to which is attached a headpiece, with aperture for the face, the sleeves ending in gloves ; and, secondly :—the trousers, of which the waistband is a resisting steel belt covered with rubber, and forming the watertight joint ; the legs terminating in boots.

The dress is provided with five air-chambers—three in the tunic, and two in the trousers—inflated by small pipes ready to the hand, and fitted with stop valves. These chambers are shaped so as to fit accurately to the head, back, breast, and legs.

**CLAIMS ON BEHALF OF THE DRESS.**

1. It is impervious to heat or cold, it sustains the normal temperature of the wearer, and it is adapted for use in all climates.
2. The wearer can assume, at pleasure, a horizontal or upright position in the water, and propel himself in any direction.
3. It takes up no more space than an ordinary suit of clothes, will fit compactly in an ordinary travelling bag, and weighs about 15 lbs.
4. It can be adjusted by the wearer himself, who can put it on in two minutes, and use it without any instruction.
5. It can be inflated in the water, and when all the chambers are filled it has a floating capacity of over 300 lbs.
6. The head-piece alone, inflated, will support the wearer on the surface of the water.
7. The dress not only sustains the wearer on the surface of any sea for an unlimited period, but keeps the body dry and warm at the same time.

This latter claim has never been advanced for any known life preserver, but is unquestionably sustained for this dress by innumerable practical demonstrations.

## ADVANTAGES AND USES OF THE BOYTON LIFE DRESS.

In addition to the invaluable safeguard which this invention possesses at sea, it is applicable to many other uses, a few of which follow :—

1. In case of Shipwreck, if off the coast, as is the case in nine shipwrecks out of ten (see Wreck Chart), a man equipped in the dress can carry a line to or from a stranded vessel, through any surf, where neither boat nor swimmer can live, and where a rocket apparatus would be entirely unavailable. If at sea, by means of an ingenious addition to the dress, provisions, signals, &c. can be carried for ten days.
2. To military and naval operations, crossing streams, taking soundings, pontooning, &c., and to the torpedo service.
3. To surveying expeditions, explorers of new countries, tourists, fishermen, pilots, sportsmen, and numerous other classes, the dress will be found invaluable.

### RECOGNITION.

The invention has received the sanction and approval of **HER MOST GRACIOUS MAJESTY THE QUEEN** (by whose express command dresses were manufactured for use in the Royal Yachts), **H. R. H. THE PRINCE OF WALES**, **HIS IMPERIAL MAJESTY THE EMPEROR OF GERMANY**, **H. M. THE KING OF THE BELGIANS**, **H. I. M. THE SULTAN**, **THE PRESIDENT OF THE FRENCH REPUBLIC**, and the **PRESIDENT OF THE UNITED STATES**, together with a very distinguished list of patronage, embracing the highest naval and scientific authorities, and the nobility of Great Britain, and many of the Continent.

The United States Government, after practical trial, has approved and adopted the dress for general use in the Navy ; ordered largely for the Coastguard and Revenue marine, and equipped the American Life Saving Service throughout.

The Board of Trade and Underwriters of New York, among many other corporations, have endorsed the merits of the invention, and strongly recommend its use on all sea-going vessels.

The severe tests with which **CAPT. BOYTON** has introduced it to public attention, at once stamp this dress as the **safest and best protection ever yet suggested against the casualties of the sea**. The dress is now in use on several of the Transatlantic lines. These few facts, together with the countless commendations and unqualified approbation which this invention has evoked from the press and public of Europe and America, are respectfully submitted to the serious consideration of every Shipowner, Life Boat Institution, Humane and Shipwreck Society throughout the world.



## AGENCIES, ORDERS, INQUIRIES, ETC.

Agencies are now being established and dresses are supplied at the earliest notice. All communications addressed to this office will receive prompt and careful attention.

Dresses will be packed for export, and forwarded to any part of the world, with the fullest printed directions for their use and preservation.

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### SIZES.

The same dress will suit most persons of ordinary proportions. But to enable the ordering of a correct size, attention is called to the following Nos. :—

|                                                    |        |
|----------------------------------------------------|--------|
| From 5 ft. to 5 ft. 5 in. in height . . . .        | No. 4. |
| From 5 ft. 6 in. to 5 ft. 11 in. in height . . . . | No. 5. |
| From 6 ft. to 6 ft. 3 in. in height . . . .        | No. 6. |

More corpulent persons of same heights, should have the half numbers, as No. 4½, No. 5½, No. 6½.

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### PRICE.

BEST QUALITY . . . . . 15 0 0

The extra dress has been specially manufactured for this market, and is of the best quality of rubber, finished in England, with latest improvements, and is altogether a superior article.

Accompanying the dress, if so ordered, is a

Waterproof Bag, to hold the dress, and capable, when inflated, of containing Water, Provisions, &c., at an extra charge of . . . . . £1 10 0  
Boyton Paddles, jointed and otherwise £1 0 0 to 1 10 0

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Address—

M. P. BOYTON,

449, STRAND, LONDON, W.C.

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“Mr. W. S. Lindsay, late member for Sunderland, and a well-known ship-owner, has just published the first two volumes of an interesting and important work upon which he has been long engaged. Its aim is to give the reader as complete a history as possible of merchant shipping, from the earliest times to the present; an arduous task, and one which Mr. Lindsay has so far performed with all the success which can be commanded by untiring industry and a competent knowledge of accessible materials. . . . A thorough acquaintance with everything that belongs to a sea life adds, all through the two volumes, a value which his work could never have received from a ‘shore-going’ author, however clever with his pen. . . . He has a thorough knowledge of his subject, he treats it with ability, and when his book is complete, he will have added another standard work to our libraries.”

“This work should find a place on the shelves of every photographer’s library.”—*The British Journal of Photography.*

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OPINIONS OF THE PRESS.

“The book is one we most cordially recommend to our readers.”—*Photographic News.*

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“Interesting to the general reader and useful to the operator.”—*Practical Magazine.*

Of all Booksellers, or, sent post free, on receipt of 6s. by the Publishers.

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North of France, 9s. 6d.—Normandy and Brittany, 2s. 6d.—Belgium, Holland, and the North-East of France, 5s.—Paris, and Excursions from Paris, 3s.—Guide to the South of France and to the North of Italy, 5s.—Switzerland and the Italian Lakes, 3s. 6d.—Guide to France, Corsica, Belgium, Holland, the Rhine, the Moselle, the South-West of Germany, and the North of Italy, 15s.—Railway and Road Map of Switzerland, West Tyrol, and the Italian Lake Country, 1s. Full Descriptive List can be had of the Publishers.

SAMPSON LOW, MARSTON, SEARLE & RIVINGTON,  
188, FLEET STREET, LONDON, C. E.

HANDBOOK  
OF  
EUROPEAN COMMERCE.

WHAT TO BUY AND WHERE  
TO BUY IT;  
BEING A KEY TO EUROPEAN MANUFACTURES  
AND INDUSTRY  
FOR THE USE OF PURCHASERS AND MERCHANTS  
SEEKING DIRECT REFERENCES FOR  
BUSINESS PURPOSES;  
INCLUDING A COMPLETE GUIDE TO THE CHIEF MANUFACTURING  
CENTRES OF EUROPE; THE COST OF TRAVEL,  
HOTELS, ETC., ETC.

BY GEORGE SAUER,  
*For many years Correspondent of the New York Herald.*



LONDON:  
SAMPSON LOW, MARSTON, SEARLE, AND RIVINGTON,  
CROWN BUILDINGS, FLEET STREET.

1876.

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GENERAL

CHISWICK PRESS:—PRINTED BY WHITTINGHAM AND WILKINS,  
TOOKS COURT, CHANCERY LANE, LONDON.



THIS VOLUME IS RESPECTFULLY

**Dedicated**

TO

JAMES GORDON BENNETT,

IN WHOSE SERVICES THE AUTHOR HAS VISITED NEARLY EVERY

EUROPEAN CAPITAL, AND IN WHOSE INTERESTS HE

HAS EXPLORED MANY NOOKS AND CORNERS

WHILE ON THE STAFF OF THE

NEW YORK HERALD.





## TO THE PUBLIC.

**T**HE author is aware that a work which embraces much novelty in character, and deals with a variety of subject-matter, cannot lay claim to perfection in its first edition.

Conscious of the difficulties he had to meet, and impressed with the extent of responsibility connected with the compilation of these pages, the author has endeavoured to direct his attention mainly to one object: to secure accuracy. Rather than incur the risk of departing from this rule, the scope of information has in several instances been restricted, and omissions have been made in cases where reliable statements have not been within reach. While he believes that, so far as possible, nothing has been neglected to attain absolute accuracy, the author expresses a hope that the omissions which have been unavoidable, will not militate against, but rather enhance the value of the present volume. To this he adds the assurance that no exertions will be spared to render the information thoroughly complete as the work progresses.



## INTRODUCTORY.

**D**EPRECIATED currency and increased burdens of taxation, the natural outpourings, as it were, of a prolonged civil war, have contributed, in the United States, largely to enhance the value of every description of commodity. With the rise in the premium of gold, prices of all necessaries of life advanced proportionately. Although we have returned to a period of peace and harmony, prices have not come down to the old level. Yet, much can be done to lighten the burden of increased expenditure. The shock which all branches of commerce sustained during the war of secession, has carried with it the necessity of a larger margin for profit and loss than exists in countries where there is no difference between paper and metallic currency. Apparently the difference is of a mere nominal character at the present moment, but, in reality, it continues to weigh heavily on international trade, and it necessitates the maintenance of large covering margins. Under the circumstances it is almost impossible for importers, wholesale and retail dealers to go on with moderate profits.

The principal source of excessive expenditure is generally ascribed to the payment of high duties on many articles which it is necessary to import from Europe. Nothing, therefore, seems more natural than to discuss the relative advantages of free trade and protection. Without entering into the merits of the question, a little reflection will go far to demonstrate the fact that the mere abolition of protective duties cannot possibly furnish means sufficient to relieve us from fetters which

keep American commerce in check. To undo these fetters does not lie within the power of any government, especially in America, where self-reliance constitutes one of our principal boasts. In order to define the position, it may be necessary to have recourse to some points of practical illustration.

There prevails in the United States a large and increasing demand for R. R. iron, and that important demand is, to a very large extent, met by imports from Great Britain. To those who are familiar with the iron trade there is nothing new in the assertion that *Belgium* produces a superior class of rail, and that the rolling mills of that country are better policed than any in the world. Yet it is seldom that the Belgian rail finds a way to the American market. The reasons for this are obvious. They rest with a lack of enterprise, or rather, it should be said, with the want of opportunities for developing enterprise. The argument of a president of an American road may probably be resumed in the following:—"in England rails can be purchased at a fixed rate in sterling money per ton, delivered free on board at Liverpool or any other British shipping port." In Belgium the operation meets with much less facility. In the first place, negotiation, or correspondence, has to be carried on in a foreign language, and the next drawback is that the manufacturers' price is fixed in *francs* per kilogramme, delivered at the works, situate probably some hundred miles distant from a shipping port. Then comes the uncertainty connected with the out-turn of the weight; the fluctuations in the rate of exchange, first in reducing francs into sterling, and then again into United States currency. Add to this the inconveniences, imaginary or real, in regard to the necessary control of transportation to a shipping port, as well as the probability of delay in placing the goods on board ship. The sum total of these complications involves an amount of annoyance and a degree of uncertainty which the practical mind of a business man would desire to avoid.

And yet, on taking the trouble of going a little below the surface of the question, it cannot create surprise to find that what is looked upon as a peculiar mode of transacting business, involves really nothing very extraordinary. All the apparent difficulties can be bridged over. Wheresoever there is a

will, a way can easily be found for the removal of obstacles, which, under other circumstances, would be considered insurmountable.

Reference has been made to a transaction in R. R. iron merely for the purpose of affording a practical illustration. That illustration is applicable to nearly every other branch of trade or commerce. Thus, for instance, articles of silk are manufactured at Lyons, in France; in the neighbourhood of Zürich, in Switzerland; at Crefeld and Elberfeld, in Prussia, and numerous other continental places, all lying many hundred miles apart from each other. Every locality has a speciality of manufacture; a currency differing from that of others, as well as an opposing principle in calculating the measurement of goods. Precisely the same thing may be said in regard to woollen or cotton manufactures, of many staple articles, and all kinds of fancy goods. To grope along the winding paths of the existing labyrinth requires, above all, great energy and experience; in addition to which it demands a long purse. When all these points are taken into consideration, it will be seen that goods purchased on the continent of Europe cannot always be imported into the United States so as to place the trade on a footing to derive the full benefit claimed under the clause of the most favoured nation.

There are means, however, by which the difficulties experienced by many may be reduced to a minimum. All goods, manufactured in France may be purchased through agents or commission houses established at Paris. But once beyond the limits of the French metropolis these facilities cease, or at best are but sparingly offered. Even with cash in hand, you may wander from city to city without being able to find the special article, or the peculiar quality, which suits the American market.

The most effectual way to meet the difficulties, and to overcome real or imaginary obstacles, seems to rest with the publication of a commercial guide calculated to conduct the stranger through the manufacturing centres of Europe. To supply that want is the endeavour of this book.





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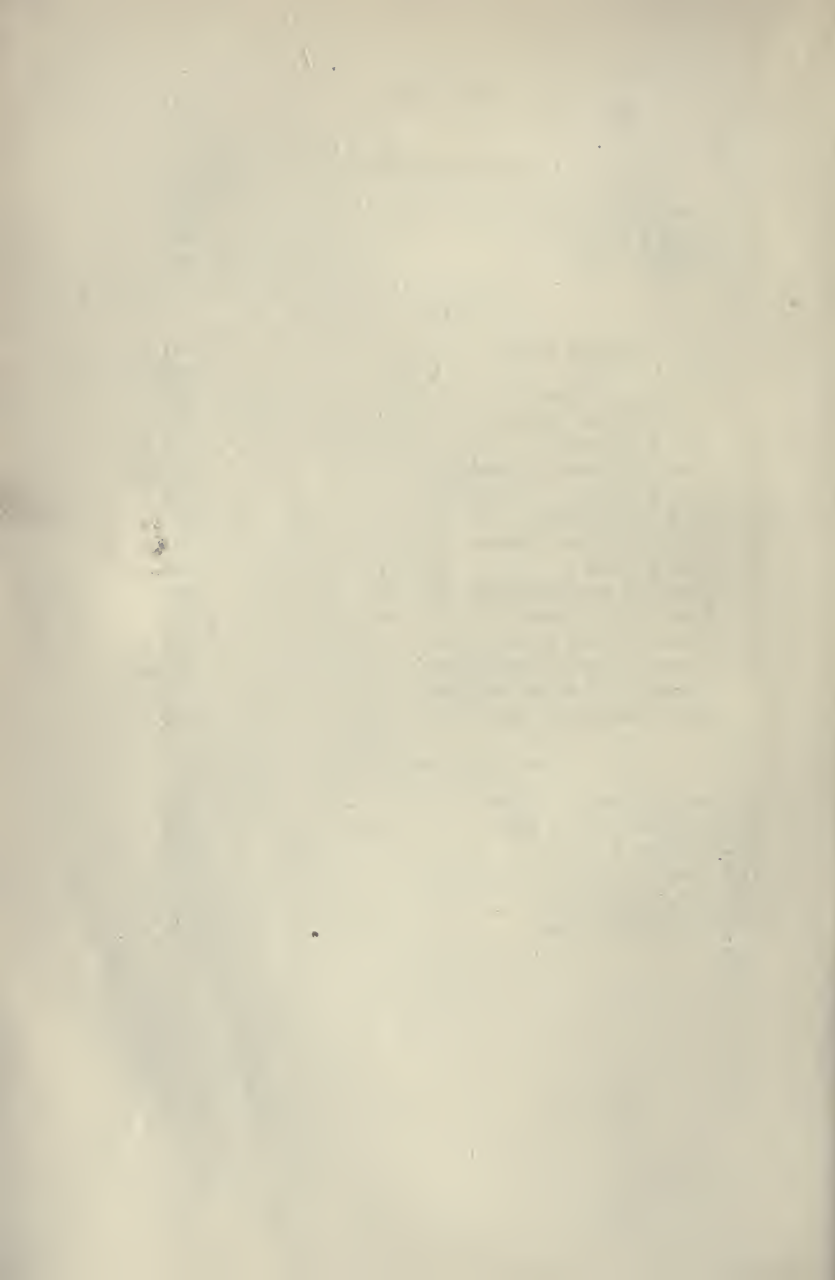
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## EXPLANATIONS TO TRAVELLERS.

**I**T is accepted, as a general rule, that guide-books are printed and published for the avowed purpose of serving tourists and pleasure-seekers. From this rule the present publication deviates essentially. It abstains from indicating the whereabouts of picture galleries; it does not make it a rule to point out the sites of antiquated castles; nor does it discuss the architecture of churches and other edifices. Neither is there any attempt to classify hotels, and to criticise the proprietors thereof. To the average business man these matters have undoubted charms, but only as agreeable accessories, and, therefore, we have not altogether discarded the ordinary objects of existing guide-books.

The habit of retail houses is to make use of the columns of a newspaper, and otherwise to attract the attention of intending purchasers; they have, moreover, show-rooms for a display of their wares. But these advantages are denied to wholesale dealers, and especially to the manufacturers of Continental Europe. In the pages of existing guide-books the centres of manufacture are only casually mentioned, if not entirely omitted. These centres are partly situated in remote districts, and these districts are often far separated from each other, while, when reached after a tedious journey, there is generally no other resource for information than a city or rural directory, and to rely on what can otherwise be learnt through hotel clerks. Our endeavours will be directed to narrow down these difficulties. It is not intended to accomplish this by tendering advice; but, on the contrary, to confine ourselves to the task of bringing all the facts to light, to leave business men untrammelled in their judgment, and not to interfere with the jealousies and exclusiveness with which business is surrounded all over the world.

## LANGUAGES.


**N**OT many persons who visit Europe for business purposes are totally unacquainted with foreign languages. A knowledge of either German or French is, as a matter of course, useful and valuable at all times, and for all purposes; but this knowledge is almost indispensable when the traveller turns from the high road into the bye streets and into narrow lanes for the purpose of discovering the sources wherefrom to draw his supplies, and by digging up fresh channels to obtain all advantages the trade can afford. The usual notice, "English spoken here," is not written up at the weaving sheds in Silesian or Bohemian villages. International exhibitions have undoubtedly contributed much towards familiarizing everybody with a variety of localities producing certain classes of goods. The facilities of travel have been greatly increased, so that nothing seems to prevent a merchant even from the far West making purchases of his own selection direct from the European manufacturer.

## PASSPORTS.

**T**Hese are not exacted by the authorities except on entering Russian territory. Nevertheless, it seems advisable that a business man should provide himself with a passport. The possession of that document will often save endless trouble and annoyance, while in all cases it will tend to facilitate matters when no other means of identification are attainable, and at periods when loss of time is of consequence. Every American who is in a position to sign the declaration of allegiance can obtain a passport from any minister of the United States resident in Europe. Several consuls have likewise the power to furnish passports in countries where no legation is established, so that there is really nothing irksome connected with the matter, and every man should have a passport when he visits a country whose institutions are foreign to his usual habits, and especially when he is imperfectly acquainted with the language. Moreover, disturbances, riots, or even war may suddenly interfere

with ordinary travel, and in such cases it is positively dangerous to be unprovided against emergencies. The names of ministers and consuls are given at each place where they are resident.

### TRAVEL BY RAIL.

HE cost of railroad travelling can be estimated roughly at an average of five francs (one dollar) per hour. This estimate is slightly exceeded in France, where the tariffs have been raised since the war. In Germany, on the contrary, they are more moderate; but, it is useful to remember that delays and stoppages are more frequent, and that consequently, even with ordinary speed in travelling, the number of miles per hour are greatly reduced, owing to waste of time at the stations.

In England and also in France the first-class compartments afford superior comfort. In most parts of Germany the second class is equally good, with this exception—that smoking is permissible everywhere saving a single compartment set apart for those who desire to avoid tobacco. On the French line the rule obtains not to smoke in the first class unless all your fellow travellers are agreeable to it. These remarks are worthy of note, because of the prevailing diversity of opinion as to the amount of fresh air to be admitted through the carriage windows. On short trips the accommodation afforded by either class makes but little difference, but on long journeys, and especially when night travel is involved, it will prove more profitable to take the first class, considering that you have more room for elbows and legs. With increased comfort you are at the end of a journey fresh for business. On the other hand, having been hemmed in for several hours in a close carriage necessitates rest, and hence arises a loss in time and money.



## HOTELS.

**H**ERE is practically little or no difference of importance in the cost of living at different Continental hotels. Wanton impositions are really of rare occurrence, but, in the large caravansaries as well as smaller hotels errors will occur. The waiter will sometimes book items to your account which should be charged to that of a neighbour. This arises mainly from the endless variety of charges. A simple meal, in lieu of being charged in bulk, will occupy half a dozen lines on the bill,—bread, butter, sugar, a slice of lemon, oftentimes even a piece of ice has its price. As to the total charges, it will be found on investigation that the difference of one house against another is so trifling as not to be worth a man's while to be on the look out for economy. Suppose the charge, say for a breakfast, be a trifle lower at one place than another, the traveller will soon discover that the difference rests with the quality of the tea or the coffee; a little chicory in the latter often accounts for the cheapness of the beverage. Again, at one hotel you will receive a liberal supply of sugar, while at another a given number, say four or five lumps, are dealt out to you, and, on making an additional demand for sugar, the item will be charged in the bill, so that although the breakfast is nominally rated somewhat lower, the extras tend to bring the total to a level with the charge of an apparently more expensive house.

As a rule rooms should be ordered by telegraph at all times of the year. In the summer season all hotels are more or less crowded, and during the winter months a message, timely wired, will generally secure a good room and a cheerful fire. In most of the larger houses the traveller should be cautioned against climbing to the third or fourth story. Few houses have elevators; the upper stories are generally ill provided with furniture, the number of towels are insufficient, and, finally, the attendants are generally of a different class to what they are in the lower stories. Of course exceptions occur to this rule, but these are not many, especially in the North of Germany. These remarks apply to hotels in a

general sense, every city differing, of course, as to arrangements.

Hotel proprietors request travellers to lock up their bedrooms; the request should be complied with, although thieving is hardly ever heard of anywhere.

Pay your bill once a week or oftener, and never let it stand over till the last moment prior to your departure. This seems the only safeguard against blundering.

In Austria and some parts of the south the traveller may dine at his own convenience. Throughout Germany you are compelled to submit to discipline and dine at the *table d'hôte*. Opposition to this rule will cost the traveller much money.

## MONEY.



TABLE of the value of money with the equivalents in sterling and American currency is appended to each country. Now that Germany has abandoned the multifarious system which rendered it difficult to avoid mistakes or to guard against losses, English bank-notes or French gold (Napoleons) prove the most convenient for the purpose of defraying travelling expenses. French notes are not always readily taken in the north, while English notes invariably command a premium anywhere. So does French gold. The new German coinage assimilates British currency, *i. e.* one mark is nearly equal to one shilling sterling money.

For business purposes it is necessary to be provided with approved bankers' credits. These credits may be on London, Paris, Vienna, or Frankfort. If you avoid falling into the trap of paying commissions twice over it will prove immaterial to draw on either of the places named. Differences in the exchange must occur, but of so trifling a nature as not to be worth an item of speculation. We have indicated the names of local bankers in the majority of cities and places of which we have given a description.

## BAGGAGE AND FREIGHT.

**P**ERSONAL BAGGAGE, not exceeding fifty pounds, is generally carried free of expense over the Continental Railroads. There are, however, a few exceptions. Everything above fifty pounds must be paid for, and the charge forms sometimes a heavy item.

As to freight it will be found that in the larger cities we have indicated the names of forwarding agents, through whose agency the rates of freight from inland cities to the seaboard can be ascertained.

## GENERAL REMARKS,

## RELATING TO TRAVEL BETWEEN ENGLAND AND THE CONTINENT.

**A**SSUMING that the traveller has obtained all the necessary information to pilot him through the highways and byeways of Great Britain, and that one of the numerous local Guide Books enabled him to acquire a knowledge sufficient to wend his way through the streets of London, the necessary information for an exit from the British Metropolis over the various routes is subjoined. Details of each local route are prefaced under the various sections.

The most popular, because to a great extent the most expeditious route, lies through Dover and Calais. Next in importance stands the route *viâ* Ostend. Among the other routes there are several which offer a larger scope of comfort, while the majority of them are less expensive than the travel by way of Dover. However, nearly all these routes recommend themselves only during the summer months, owing to the prolonged sea-passage across the Channel. The Dover-Calais-Ostend-Routes are the Mail Routes, but in close competition for travel between France and England stands the Folkestone-Boulogne Route—known as the Tidal Route. The Boulogne Boats offer improved accommodation; moreover passengers are accompanied by an interpreter from London to Paris, but the arrivals and departures of trains are subject to the variations of the tide on either side of the Channel; hence the ad-



vantages gained by this route are not the same in one week as another. Again, there is no expeditious night travel through Folkestone and Boulogne. The route *viâ* Newhaven and Dieppe is the cheapest, but, being subject to tidal arrangements, the journey is often rendered tedious. From Southampton steamers leave every Monday, Wednesday, and Friday for Havre. The other French Routes, as well as those to Belgium and the Netherlands, will be found under the respective heads.

The following tables show the fares, mileage, and time of travel which obtain between various continental cities, taking London and Paris as a starting point. Another table shows the distances of Sea Routes which obtain between England and the Continent.

## SEA ROUTES.

|                                     | Miles. |
|-------------------------------------|--------|
| Dover to Calais . . . . .           | 24     |
| Folkestone to Boulogne . . . . .    | 30     |
| Newhaven to Dieppe . . . . .        | 64     |
| Southampton to Havre . . . . .      | 120    |
| Littlehampton to Honfleur . . . . . | 102    |
| Dover to Ostend . . . . .           | 68     |
| London to Ostend . . . . .          | 136    |
| London to Antwerp . . . . .         | 210    |
| Harwich to Antwerp . . . . .        | 140    |
| Sheerness to Flushing . . . . .     | 100    |
| London to Rotterdam . . . . .       | 230    |
| Harwich to Rotterdam . . . . .      | 120    |
| London to Hamburg . . . . .         | 480    |
| London to St. Petersburg . . . . .  | 1620   |

The fares in the subjoined tables are based on the tariff rates for first class travel *viâ* Calais or Ostend.

The rates *viâ* Harwich and Sheerness, by reason of cheap sea travel, are somewhat lower than those *viâ* Ostend.

## LONDON

| TO                           | Hours.           | Miles. | FARES. |    |    |          |
|------------------------------|------------------|--------|--------|----|----|----------|
|                              |                  |        | £      | s. | d. | Dollars. |
| Antwerp . . . . .            | 12               | 200    | 2      | 11 | 6  | 12·80    |
| Aix-la-Chapelle . . . . .    | 12               | 328    | 3      | 1  | 6  | 15·40    |
| Basle . . . . .              | 36               | 618    | 5      | 18 | 6  | 29·60    |
| Barmen . . . . .             | 20               | 388    | 3      | 13 | 0  | 18·75    |
| Berlin . . . . .             | 32               | 737    | 5      | 19 | 3  | 29·80    |
| Bordeaux . . . . .           | 25               | 651    | 5      | 17 | 9  | 29·05    |
| Bremen . . . . .             | 22               | 505    | 4      | 19 | 6  | 24·90    |
| Brussels . . . . .           | 11               | 232    | 2      | 10 | 0  | 12·50    |
| Brindisi . . . . .           | 62               | 1475   | 12     | 1  | 9  | 60·40    |
| Cologne . . . . .            | 16               | 373    | 3      | 0  | 6  | 17·63    |
| Crefeld . . . . .            | 16               | 381    | 3      | 9  | 3  | 17·36    |
| Dresden . . . . .            | 27               | 794    | 6      | 7  | 3  | 31·90    |
| Elberfeld . . . . .          | 14 $\frac{1}{2}$ | 384    | 3      | 2  | 9  | 18·30    |
| Frankfort-on-Maine . . . . . | 23               | 510    | 4      | 9  | 9  | 22·40    |
| Florence . . . . .           | 35               | 1078   | 9      | 6  | 9  | 46·70    |
| Geneva . . . . .             | 28               | 675    | 6      | 1  | 9  | 30·40    |
| Hamburg . . . . .            | 24               | 636    | 5      | 9  | 0  | 27·25    |
| Leipzig . . . . .            | 24               | 734    | 5      | 15 | 6  | 28·90    |
| Liège . . . . .              | 13               | 294    | 2      | 17 | 0  | 14·25    |
| Lyons . . . . .              | 25               | 605    | 5      | 8  | 9  | 27·20    |
| Marseilles . . . . .         | 32               | 825    | 7      | 5  | 0  | 36·25    |
| Munich . . . . .             | 26               | 763    | 6      | 14 | 0  | 33·50    |
| Naples . . . . .             | 54               | 1490   | 2      | 9  | 6  | 62·40    |
| Paris . . . . .              | 11               | 285    | 3      | 0  | 0  | 15·00    |
| Rome . . . . .               | 49               | 1321   | 1      | 2  | 0  | 55·50    |
| Strasburg . . . . .          | 28               | 602    | 4      | 14 | 6  | 23·65    |
| St. Petersburg . . . . .     | 73               | 1760   | 13     | 6  | 3  | 66·60    |
| Stuttgart . . . . .          | 32               | 723    | 5      | 9  | 0  | 27·25    |
| Turin . . . . .              | 35               | 785    | 7      | 0  | 0  | 35·00    |
| Venice . . . . .             | 46               | 1055   | 9      | 8  | 6  | 47·15    |
| Verviers . . . . .           | 14               | 308    | 2      | 18 | 9  | 14·70    |
| Vienna . . . . .             | 49               | 919    | 8      | 13 | 6  | 43·40    |
| Zurich . . . . .             | 43               | 677    | 6      | 7  | 9  | 31·90    |

## PARIS

| TO                           | Hours.           | Miles. | FARES.  |          |
|------------------------------|------------------|--------|---------|----------|
|                              |                  |        | Francs. | Dollars. |
| Amsterdam . . . . .          | 14               | 330    | 60·50   | 12·10    |
| Berlin . . . . .             | 23 $\frac{1}{2}$ | 788    | 119·40  | 23·88    |
| Berne . . . . .              | 16               | 359    | 68·15   | 13·63    |
| Bordeaux . . . . .           | 10               | 366    | 72·05   | 14·41    |
| Brussels . . . . .           | 7 $\frac{1}{2}$  | 194    | 35·80   | 7·16     |
| Brindisi . . . . .           | 50               | 1190   | 216·10  | 43·22    |
| Carlsbad . . . . .           | 39               | 726    | 134·00  | 26·80    |
| Cologne . . . . .            | 12               | 307    | 58·95   | 14·80    |
| Dresden . . . . .            | 27               | 766    | 129·30  | 25·86    |
| Florence . . . . .           | 36               | 792    | 135·95  | 27·19    |
| Frankfort-on-Maine . . . . . | 22               | 466    | 85·60   | 17·12    |
| Geneva . . . . .             | 14               | 390    | 77·10   | 15·42    |
| Hamburg . . . . .            | 26               | 610    | 111·25  | 22·25    |
| Havre . . . . .              | 4 $\frac{3}{4}$  | 143    | 28·10   | 5·62     |
| Lisbon . . . . .             | 80               | 1458   | 264·00  | 52·80    |
| London . . . . .             | 10 $\frac{1}{2}$ | 285    | 75·00   | 15·00    |
| Marseilles . . . . .         | 18 $\frac{1}{2}$ | 540    | 106·30  | 21·26    |
| Madrid . . . . .             | 34               | 913    | 180·85  | 36·17    |
| Moscow . . . . .             | 73               | 1922   | 360·00  | 72·00    |
| Munich . . . . .             | 24               | 590    | 114·20  | 22·84    |
| Naples . . . . .             | 55               | 1200   | 227·35  | 45·47    |
| Odessa . . . . .             | 93               | 1500   | 335·80  | 67·16    |
| Rome . . . . .               | 47               | 1036   | 197·15  | 39·43    |
| St. Petersburg . . . . .     | 65               | 1746   | 303·15  | 60·93    |
| Trieste . . . . .            | 44               | 906    | 191·95  | 38·39    |
| Turin . . . . .              | 23               | 500    | 102·25  | 20·45    |
| Venice . . . . .             | 35               | 772    | 157·30  | 31·56    |
| Vienna . . . . .             | 37 $\frac{1}{2}$ | 853    | 177·45  | 35·49    |
| Zurich . . . . .             | 18               | 392    | 75·70   | 15·14    |



# GREAT EASTERN RAILWAY.

*Shortest, Cheapest, and Best Route*

TO

HOLLAND, BELGIUM, THE RHINE, GERMANY,  
SWITZERLAND, ITALY, DENMARK,  
AND RUSSIA.

The Passenger Service to and from the Continent, viâ Harwich, will be as follows, unless prevented by unforeseen circumstances :—

## TO AND FROM ROTTERDAM.

DAILY (SUNDAYS EXCEPTED).

|                                                    |                                                   |
|----------------------------------------------------|---------------------------------------------------|
| Leaving London (Liverpool Street) at . . 7.30 p.m. | Leaving Rotterdam at . 6.15 p.m.                  |
| „ Harwich at . . 9.30 p.m.                         | „ Harwich at . . 5.10 a.m.                        |
| Arriving at Rotterdam at 9.0 a.m.                  | Arriving in London (Liverpool Street) at 7.5 a.m. |

## TO AND FROM ANTWERP.

EVERY MONDAY, WEDNESDAY, AND FRIDAY.

|                                                    |                                                       |
|----------------------------------------------------|-------------------------------------------------------|
| Leaving London (Liverpool Street) at . . 7.30 p.m. | Leaving Antwerp at . . 4.0 p.m.                       |
| „ Harwich at . . 9.30 p.m.                         | „ Harwich at . . 5.10 a.m.                            |
| Arriving at Antwerp at . 10.0 a.m.                 | Arriving in London (Liverpool Street) at . . 7.5 a.m. |

A. SWARBRICK,

*Liverpool Street Station.*

*General Manager.*



# GREAT EASTERN RAILWAY.

## THROUGH TICKETS

ARE ISSUED AS FOLLOWS FROM THE  
COMPANY'S STATION AT  
LIVERPOOL STREET

| TO                        | HOURS. | FARES.       |    |    |               |    |    |
|---------------------------|--------|--------------|----|----|---------------|----|----|
|                           |        | FIRST CLASS. |    |    | SECOND CLASS. |    |    |
|                           |        | £            | s. | d. | £             | s. | d. |
| Aix-la-Chapelle . . . . . | 19     | 1            | 19 | 1  | 1             | 4  | 11 |
| Amsterdam . . . . .       | 16     | 1            | 13 | 6  | 1             | 0  | 11 |
| Antwerp . . . . .         | 14     | 1            | 6  | 0  | 0             | 15 | 0  |
| Baden . . . . .           | 31     | 4            | 3  | 5  | 2             | 18 | 4  |
| Basle . . . . .           | 32     | 4            | 19 | 5  | 3             | 10 | 2  |
| Berlin . . . . .          | 28     | 4            | 3  | 11 | 3             | 1  | 9  |
| Bonn . . . . .            | 20     | 2            | 9  | 6  | 1             | 13 | 2  |
| Bremen . . . . .          | 27     | 3            | 5  | 3  | 2             | 6  | 10 |
| Brussels . . . . .        | 15     | 1            | 9  | 7  | 0             | 17 | 9  |
| Coblenz . . . . .         | 21     | 2            | 14 | 3  | 1             | 16 | 8  |
| Cologne . . . . .         | 19     | 2            | 7  | 0  | 1             | 11 | 6  |
| Crefeld . . . . .         | 18     | 2            | 2  | 10 | 1             | 8  | 6  |
| Darmstadt . . . . .       | 24     | 3            | 7  | 2  | 2             | 6  | 3  |
| Dresden . . . . .         | 32     | 5            | 2  | 11 | 3             | 10 | 7  |
| Düsseldorf . . . . .      | 18     | 2            | 6  | 6  | 1             | 11 | 2  |
| Elberfeld . . . . .       | 23     | 2            | 8  | 0  | 1             | 11 | 9  |
| Ems . . . . .             | 22     | 2            | 17 | 10 | 1             | 18 | 6  |
| Frankfort . . . . .       | 25     | 3            | 6  | 0  | 2             | 5  | 6  |
| The Hague . . . . .       | 15     | 1            | 8  | 11 | 0             | 17 | 6  |
| Hamburg . . . . .         | 29     | 3            | 15 | 4  | 2             | 15 | 4  |
| Heidelberg . . . . .      | 27     | 3            | 13 | 6  | 2             | 10 | 11 |
| Leipsic . . . . .         | 29     | 4            | 11 | 2  | 3             | 2  | 9  |
| Magdeburg . . . . .       | 26     | 3            | 19 | 2  | 2             | 14 | 9  |
| Mayence . . . . .         | 23     | 3            | 2  | 3  | 2             | 2  | 9  |
| Munich . . . . .          | 34     | 5            | 10 | 8  | 3             | 18 | 6  |
| Nuremberg . . . . .       | 31     | 4            | 12 | 5  | 3             | 4  | 11 |
| Rotterdam . . . . .       | 13     | 1            | 6  | 0  | 0             | 15 | 0  |
| St. Petersburg . . . . .  | ...    | 11           | 5  | 11 | 8             | 9  | 10 |
| Spa . . . . .             | 18     | 1            | 17 | 1  | 1             | 3  | 5  |
| Strasburg . . . . .       | 31     | 3            | 13 | 10 | 2             | 10 | 7  |
| Stuttgart . . . . .       | 29     | 4            | 5  | 5  | 2             | 19 | 9  |
| Vienna . . . . .          | 44     | 7            | 10 | 0  | 5             | 8  | 2  |
| Wiesbaden . . . . .       | 24     | 3            | 3  | 6  | 2             | 3  | 3  |

# ANGLO - AMERICAN TELEGRAPH COMPANY, LIMITED.

Direct Telegraph Communication between the United Kingdom, Europe, &c., and the United States, Canada, Newfoundland, West Indies, &c.

~~~~~  
FOR RATES APPLY AT ANY TELEGRAPH  
STATION.

~~~~~  
*The Lines of the Company are in direct communication with all the Telegraph Lines on the Continent of Europe, India, etc.*

~~~~~  
GENERAL OFFICES OF THE COMPANY :—

26, OLD BROAD STREET, LONDON, E.C.

# ANGLO - AMERICAN TELEGRAPH COMPANY, LIMITED.

Direct Telegraph Communication between the United Kingdom, Europe, &c., and the United States, Canada, Newfoundland, West Indies, &c.

~~~~~  
FOR RATES APPLY AT ANY TELEGRAPH  
STATION.

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Senders of Telegrams in London or Liverpool are recommended to hand their Messages direct to the Company at

23, THROGMORTON STREET, LONDON, E. C.,

OR

A1, THE EXCHANGE, LIVERPOOL,

At which places receipts are given for the amounts charged.

~~~~~  
GENERAL OFFICES OF THE COMPANY:—

26, OLD BROAD STREET, LONDON, E. C.

# AMERICAN OVERLAND ROUTE.

~~~~~

## GENERAL DESCRIPTION.

The American Overland Route, organized on the completion of the Union Pacific and Central Pacific Railways in 1869, is now the direct thoroughfare between the United Kingdom and Japan, China, and Australasia.

The American Overland Route comprises the steamship lines of the Atlantic Ocean plying between ports in Europe and Atlantic seaports in the United States and Canada; the various railway lines from New York, Boston, Philadelphia, Baltimore, and Quebec, converging at Omaha, and there connecting with the Union Pacific and Central Pacific Railways to San Francisco; and the steamship lines of the Pacific Ocean between San Francisco and ports in the Sandwich Islands, Fiji Islands, and in Japan, China, and Australasia. On the Atlantic, twenty-eight lines of steamers, afford from the United Kingdom twenty departures, and from the Continent, eight departures every week to United States and Canadian ports; on the American Continent there are daily express trains to San Francisco; and on the Pacific, a monthly line of steamers to the Sandwich Islands and Fiji Islands, New Zealand and Australia, and a fortnightly line to ports in Japan, China, and India.

The traveller from Europe, whose destination is China, Japan, or Australasia, will naturally consider, in deciding upon choice of routes, the questions of cost of passages, the time to be occupied, the degree of comfort and safety, and the nature of the sights and scenery by the way.

# AMERICAN OVERLAND ROUTE. ATLANTIC CONNECTIONS

FROM THE UNITED KINGDOM.

STEAMSHIP LINES.	FARES.					
	Cabin.		Return Cabin.		Inter-mediate.	
<b>" AMERICAN."</b>						
Liverpool to Philadelphia . . . . .	£	s.	£	s.	£	s.
Wednesdays.	15	15	21	0	8	8
(Call at Queenstown the following day.)	18	18	26	5	—	
In London, to CHARLES BOYD, 19 and 21, Queen Victoria St.; and in Liverpool, to RICHARDSON, SPENCE, & Co., 17 and 19, Water St.	22	1	31	10		
<b>" ANCHOR."</b>						
Glasgow to New York . . . . .	13	13	21	0	8	8
Saturdays.	16	16	24	3		
(Call at 'Derry the following day.)			26	5		
London to New York direct . . . . .			21	0		
Alternate Saturdays.	13	13	24	3		
HENDERSON BROTHERS, 19, Leadenhall St., London, E.C.	16	16	26	5		
<b>" CUNARD."</b>						
Liverpool to New York . . . . .	15	15	—	—		
Saturdays.	17	17				
(Call at Queenstown the following day.)	22	1	31	10		
Liverpool to Boston . . . . .	15	15				
Tuesdays.	17	17				
W. CUNARD, 6, St. Helen's Place, Bishops- gate St., or West End Office, 28, Pall Mall, S.W.; in Liverpool, to D. & C. MAC IVER, 8, Water St.	22	0	31	10	—	
	26	0	45	0		
<b>" DOMINION."</b>						
Liverpool to Quebec . . . . .	10	10	21	0	—	
Every Wednesday.	12	12				
<b>" FRENCH GENERAL TRANS- ATLANTIC."</b>						
Plymouth to New York direct . . . . .	14	14	31	10		
Alternate Sundays.	17	17				
CHAMOT AND CAPEL, 65, Gracechurch St., or JOHN POTTER & Co., 15, Great St. Helen's, London.	22	1	42	0		
	15	15				
	18	18				
	24	3				
<b>" GREAT WESTERN."</b>						
Bristol to New York direct . . . . .	13	13	21	0	8	8
Fortnightly.						



# AMERICAN OVERLAND ROUTE.

## ATLANTIC CONNECTIONS

FROM THE UNITED KINGDOM.

STEAMSHIP LINES.	FARES.		
	Cabin.	Return Cabin.	Inter-mediate.
<b>" GUION."</b>			
Liverpool to New York . . . . .	£ s.	£ s.	£ s.
Wednesdays.	12 12	22 0	
(Call at Queenstown the following day.)	15 15	26 0	8 8
NORTON AND SHAW, 7, Garrick St., Covent Garden; and for Freight or Passage to GRINNELL & Co., 7, Leadenhall St., London.	18 18	30 0	
<b>" INMAN."</b>			
Liverpool to New York . . . . .	15 15	27 6	
Alternate Thursdays.	18 18	31 10	—
(Call at Queenstown the following day)	22 1		
EIVES & ALLEN, 61, King William St., City.			
<b>" MISSISSIPPI."</b>			
Liverpool to New Orleans . . . . .	20 0	35 0	—
At regular intervals. (Call at Corunna.)			
<b>" NATIONAL."</b>			
Liverpool to New York . . . . .	10 10		
Wednesdays.	12 12		
(Call at Queenstown the following day.)	15 15	22 0	
London to New York . . . . .	17 17	25 4	—
Wednesdays.	10 10		
In London, W. S. ROWLAND & Co., 57, Charing Cross; SMITH, SUNDIUS, & Co., 33, Gracechurch St.; MOSSES AND MITCHELL, 55, Gracechurch St.; Liverpool, to the National Steamship Co. (Limited), 23, Water St.	12 12	22 0	
	15 15	25 4	—
<b>" NORTH GERMAN LLOYD."</b>			
Southampton to New York direct . . .	13 0	—	
Tuesdays.	23 0	46 0	
Southampton to Baltimore direct . . .	18 0	36 0	
Saturdays.			
PHILLIPPS, GRAVES, PHILLIPP, & Co., St. Dunstan's House, Great Tower St., E.C.; or KELLER, WALLIS, AND POSTLETHWAITE, 16 and 17, King William St., London, E.C.			
<b>" STATE."</b>			
Glasgow to New York . . . . .	8 8		
Alternate Fridays.	12 12	21 0	—
(Call at Belfast the following day.)	15 15	26 5	

# AMERICAN OVERLAND ROUTE. ATLANTIC CONNECTIONS

FROM THE UNITED KINGDOM AND THE CONTINENT.

STEAMSHIP LINES.	FARES.		
	Cabin.	Return Cabin.	Inter-mediate.
<b>"WHITE STAR."</b>			
Liverpool to New York . . . . .	£ s.	£ s.	£ s.
Alternate Thursdays.	15 15	—	—
(Call at Queenstown the following day.)	18 18		
ISMAÏ, IMRIE, & Co., 10, Water St., Liver- pool; and 34, Leadenhall St., London, E.C.	22 1	31 10	
<b>"WILSON."</b>			
Hull to New York . . . . .	12 12	—	6 6
Alternate Wednesdays.			
(Call at Southampton the following Friday.)			
GELLATLY, HANKEY, SEWELL, & Co., 51, Pall Mall; and THOS. WILSON, SONS, & Co., Hull; or W. E. BOTT & Co., 10, Mark Lane, London.			
<b>"FRENCH GENERAL TRANS- ATLANTIC."</b>	Fr.	Fr.	Fr.
Havre to New York . . . . .	625	950	385
Alternate Saturdays.			
(Call at Plymouth the following Saturday.)			
In Plymouth, LUSCOMBE, BELLAMY, & Co.			
<b>"HAMBURG-AMERICAN."</b>	R. M.	R. M.	
Hamburg to New York . . . . .	300		
Wednesdays.	500		
(Call at Havre the following Saturday.)	Fr.	Fr.	
Havre to New York direct . . . . .	370		
Saturdays.	600		
SMITH, SUNDIUS, & Co., 33, Gracechurch St.	Guild.	Guild.	
<b>"NETHERLAND-AMERICAN."</b>	100	180	—
Rotterdam to New York direct . . . . .	150	270	
Alternate Saturdays.	200	337 50	
<b>"RED STAR."</b>			
Antwerp to Philadelphia and New York alternately direct . . . . .	Fr.	Fr.	
Every twelve days.	300		
B. VONDER BECKE, Gen. Antwerp; or, CHAS. BOYD, 19 and 21, Queen Victoria St., London.	450	675	
<b>"WHITE CROSS."</b>	Fr.	Fr.	
Antwerp to New York direct . . . . .	300		
Every twenty days.	375	—	—
STEINMAN AND LUDWIG, Antwerp; AUG. ANDRE, Antwerp.			

## GREAT BRITAIN.

**E**VEN the smallest industrial district of Great Britain possesses the advantage of local directories. In no other European country exists greater publicity, and under the circumstances it was hardly deemed requisite to include in the present work extensive records of British manufacturing centres. Moreover, Americans find the mother tongue spoken throughout Her Majesty's dominions, and the country is, by tradition, more familiar to the traveller than countries of Continental Europe. The present volume, therefore, may seemingly lack the advantage of presenting anything which has not been noticed elsewhere. Nevertheless, it claims novelty and originality.

In the following pages we have carefully compiled a large amount of matter, summarizing information which otherwise lies scattered around the country.

Commerce with Great Britain has a surpassing interest compared with other countries. The total exports to the United States of European produce and manufacture may be roughly computed at three hundred million dollars, and of this sum about one half is absorbed by merchandise of British origin. The decrease during the past three years has been remarkable, especially in the export of metals and woollen goods, as will be seen from the subjoined tables, compiled from Consular returns.

In the following pages will be found the itinerary routes to the great manufacturing centres of England, Ireland, and Scotland, together with lists of prominent firms engaged in various branches of industry which interest the United States. For London we have given the firms engaged in commerce and banking operations, and the respective addresses, in addition to laist of continental firms represented either by branch establishments or through agencies.

## TABLE SHOWING THE DECLARED VALUE OF EXPORTS

To the United States of America from the undermentioned Consular Districts in Great Britain, made up Sept. 30th each year. Values in British sterling.

	1871.	1872.	1873.	1874.	1875.
	£	£	£	£	£
Birmingham . . .	1,127,669	1,109,708	969,181	774,152	643,708
Bradford . . .	3,240,596	3,687,269	3,267,589	2,844,512	2,409,790
Bristol . . .	24,990	46,157	23,748	62,870	76,455
Cardiff . . .	1,679,826	1,584,582	688,806	102,191	91,714
Falmouth . . .	10,198	11,547	11,110	12,419	11,460
Huddersfield . . .	632,409	942,810	822,247	605,126	586,404
Hull . . .	19,816	21,737	16,099	16,359	16,545
Kidderminster . . .	239,332	194,781	143,158	96,880	48,937
Leeds . . .	187,763	210,075	343,333	118,931	142,485
Leicester . . .	159,559	168,706	184,774	156,628	112,979
Liverpool . . .	6,310,814	7,579,907	7,419,523	6,534,796	5,611,285
London . . .	8,638,037	8,671,984	7,579,072	6,043,593	5,265,615
Manchester . . .	4,000,000*	4,000,000*	4,000,000*	3,975,189	3,728,608
Newcastle-o/T. . .	300,000*	300,000*	524,033	296,933	203,132
Nottingham . . .	1,003,734	1,022,859	1,135,354	930,693	830,593
Redditch . . .	—	133,232	129,535	106,350	137,337
Sheffield . . .	1,401,501	1,616,598	1,781,563	1,393,162	757,119
Southampton . . .	6,579	3,828	3,175	3,631	2,011
Tunstall . . .	600,000*	820,259	865,423	598,623	559,825
Wolverhampton . . .	111,881	141,776	106,748	53,485	41,576
Belfast . . .	1,718,885	1,412,991	1,533,442	1,569,085	1,473,976
Cork . . .	29,084	36,609	30,333	23,713	16,478
Dublin . . .	200,000*	200,000	239,334	187,160	158,360
Londonderry . . .	10,000	22,507	10,152	34,659	1,150
Aberdeen . . .	33,464	41,713	54,712	69,099	63,792
Dundee . . .	1,239,503	1,528,397	1,457,487	1,306,358	1,052,487
Glasgow . . .	1,761,518	2,043,020	1,698,342	1,310,965	1,191,879
Leith . . .	572,061	565,823	581,485	485,297	470,890
Total . . .	35,259,219	38,159,328	35,610,258	29,658,977	25,714,876

The items marked \* are estimates, no official returns having been received.

### RECAPITULATION.

	1871.	1872.	1873.	1874.	1875.
	£	£	£	£	£
England . . .	29,694,704	32,308,268	30,004,971	24,726,519	21,277,378
Ireland . . .	1,957,969	1,672,107	1,813,261	1,835,928	1,664,821
Scotland . . .	3,606,546	4,178,953	3,792,026	3,171,712	2,779,048
Total . . .	35,606,994	38,159,328	35,610,258	29,658,977	25,714,876

Compiled from Official Returns by

GEORGE SAUER.



## GREAT BRITAIN.

### IRELAND.

#### ROUTES.

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3. DUBLIN TO LONDON . . . . .	11

#### ROUTE 1.

#### CORK TO DUBLIN.

164 $\frac{3}{4}$  miles. *Fares, 1st class, 30s.; 2nd class, 22s. 6d.*



CONNECTING with the line from Queenstown, express trains run from Cork twice per day. Passing successively the following stations:—

Charleville (35 $\frac{1}{4}$  miles), Limerick Junction (58 miles), Thurles (78 miles), Maryborough (114 miles), Kildare (135 miles), and Newbridge (139 miles), we reach

DUBLIN (*Hotels: Shelborne; Morrison; Imperial*), population, 320,000. The metropolis of Ireland. The city is divided into two equal parts by the river.

The tables of export from Dublin to the United States do not afford any features of general interest. The chief item comprises salted skins, and hides, and next to it the shipments of beer—stout and ale. Of poplin, the declared value of exports



varies annually between ten and fifteen thousand pounds sterling; but it may be fairly assumed that the actual value of this species of dress goods taken for the American markets is much larger, and that the shipments pass through other agencies. The following poplin manufacturers are established in Dublin:—

Richard Atkinson & Co., 31, College Green.  
 Fry & Fielding, 26, Westmoreland st.  
 William Fry & Co., 31, Westmoreland st.  
 Jacob Geoghegan, 50, Francis st.  
 Inglis & Tinkler, 7, Eustace st.  
 O'Reilly, Dunne, & Co., 30, College Green.  
 Pim Brothers & Co., 22, William st.  
 John Watson & Co., 15, Merchants' Quay.

*Balbriggan Hosiery.*

Smyth & Co., 37, Lower Abbey st.  
 Charles & Thomas Cumiskey.

*Irish Lace Manufacturers.*

James Forrest & Sons, Grafton st.  
 Patrick A. Keane, 2, Upper Sackville st.  
 Irish Lace Depot, Grafton st.

*Grain, Timber, and General Merchants.*

Arnott & Co., Henry st.  
 Todd & Burns, Mary st.  
 Brown & Thomas, Grafton st.  
 Thomas Synnott, Middle Abbey st.  
 John McCann, Middle Abbey st.  
 P. & A. Darcy, Fleet st.  
 H. M. & P. Macken, Burgh Quay.  
 James Macken & Son, Portby st.  
 James M. Macken, Usher's Quay.  
 Wm. Carrill, Custom House Docks.  
 John Martin & Sons, North Wall.  
 Thomas & Charles Martin, North Wall.  
 R. & J. Carolin, Lower Abbey st.  
 James Fitzsimons & Son, Bridgefoot st.

*Distilleries of Whisky, &c.*

Irish Whisky Distillery Co., Harold's Cross.  
 John Jameson & Son, Bow st.  
 Wm. Jameson & Son, Marrowbone lane.  
 Johnston Distillery Co., Leixlip.  
 Dublin Whisky Distillery Co., Jones' rd.  
 Dublin & Chapelizod Distillery Co., Chapelizod.  
 George Roe & Co., Thomas st.  
 Sir John Power & Son, John's lane.  
 Kinnahan & Sons, Boyne st.  
 Drake & McComas, Exchequer st.

*Breweries.*

Anchor Brewery, Usher st.  
 Sir John Arnott & Co., Middle Abbey st.  
 John Caffray & Sons, South Summer st.  
 City of Dublin Brewery Co., Blackpits.  
 Findlater & Co., Russell st.  
 A. Guinness, Son, & Co., James' Gate.  
 Jameson, Pim, & Co., North Anne st.  
 Lichfield Brewery Co., East George st.  
 R. Manders & Co., James st.  
 Phœnix Brewery, Watling st.

*Tanners and Curriers.*

Kelley & Dunn, Watling st.  
 Cannon & Sons, Watling st.

*Glass Bottle Manufacturers.*

Alex. Brown, Church st.  
 Dublin Glass Bottle Works, Sheriff st.  
 J. Geoghegan, John st.  
 Irish Glass Bottle Co., Ringsend.  
 Ringsend Glass Bottle Co., Ringsend.

*Plate Glass Manufacturers.*

Union Plate Glass Co., Cole Hill.

*Iron Works and Agricultural Implement Makers.*

Classon, Courtney, & Sons, Bridgefoot st.  
 Eagle Foundry, Church st.  
 Hammersmith Works, Ball's bridge.  
 Phœnix Iron Works, Parkgate st.

Thomas Mackenzie & Sons, Victoria quay.  
 Henry Sheridan & Co., Bridgefoot st.  
 Kennan & Sons, Fishamble st.

Dublin has an immense trade in live stock ; sometimes four or five steamers a-day take their departure for England. The following are among the prominent cattle dealers.

Andrew Ganly, Usher's quay.  
 R. Cuffe & Sons, Smithfield.  
 John Bull, Usher's quay.  
 Whelan, Maher, & Kenna, Smithfield.  
 John Wallis, Bachelor's walk.  
 John Gavin, Queen st.

*American Consul.*

Benj. H. Barrows.

*Official Residence, 24, D'Olier st.*

*All changes of Residence or Alterations in the Style of Firms, as well as Business Information for subsequent Editions, should be addressed to the care of*

Messrs. WHITTINGHAM AND WILKINS,

*Tooks Court, Chancery Lane, London, E.C.*

## ROUTE 2.

## DUBLIN TO BELFAST.

112 miles. *Fares, 1st class, 20s.; 2nd class, 15s.*

**F**ROM the station at Amiens Street the road runs to BALBRIGGAN (22 miles), a place noted for its superior hosiery. Passing successively through Drogheda (32 miles), Dundalk (55 miles), we reach, after three hours' travel,

BELFAST (*Hotels: Imperial, Queen, Royal*), population, 200,000. Next to Dublin the most important city in Ireland.

*American Consul.*

James M. Donnan.

*Official Residence, 7, Donegall Square South.*

*Vice Consul.—William Simms.*

There is an extensive direct trade with the United States, the imports being wheat, Indian corn, and petroleum.

Its manufactures are very extensive, and linen goods valued at between seven and eight million dollars are annually exported from Belfast to the United States. These shipments comprise every variety of damasks, table and house linen, handkerchiefs, muslins, and twills.

The following firms comprise the principal manufacturers and shippers of Belfast:—

R. J. Adams, Donegall st.

Robert Brown & Co., Brunswick st.

Bedford Street Weaving Co., Bedford st.

W. L. & H. H. Bell, Bedford st.

G. Betzold & Co., Fountain st.

Blackstaff Spinning & Weaving Co., Linfield road.

Bristow, Valentine, & Watson, Brunswick st.

Brookfield Linen Co., lim., Donegall st.

John S. Brown & Sons, Bedford st.

W. Byson, Waring st.

Gabriel A. Bulloch, Bedford st.  
 J. M. Calder & Co., Bedford st.  
 T. Carter & Sons, Upper Queen st.  
 Castle Island Linen Co., Linen hall.  
 W. Chaine & Co., Donegall sq.  
 John & W. Charley & Co., Wellington place.  
 Charley, Telford, & Co., Howard st.  
 W. Clark, Donegall sq.  
 Connor Foster, Linen hall.  
 J. R. Christian, Donegall sq. south.  
 D. Curell, jun. & Co., Linen Hall st.  
 Darbshire Bros., Fountain lane.  
 Dicksons, Ferguson, & Co., Linen Hall st.  
 John Douglas, Donegall st.  
 E. G. Duffin & Co., Little Sackville st.  
 Dunbar, McMaster, & Co., Howard st.  
 W. Easdale & Co., James st.  
 Eliza Street Spinning Co., Eliza st.  
 John Elliott & Co., Bedford st.  
 W. Ewart & Son, Bedford st.  
 Ewing, Son, & Co., Donegall sq. south.  
 Falls Flax Spinning Co., limited, Conway st.  
 Fenton, Son, & Co., White Linen hall.  
 John Ferguson & Co., Linen Hall st.  
 Joseph Fulton & Co., Howard st.  
 Gamble, Shillington, & Co., Donegall sq.  
 Girdwood, Maxwell, & Co., White Linen hall.  
 Gordon Bros. & Co., limited, Linen Hall st.  
 Greenmount Spinning Co., Upper Queen st.  
 James Glass & Co., Bedford st.  
 Glass Bros. & Co., Franklin st.  
 Robert Glass, Donegall sq. east.  
 A. Gribbon, Bedford st.  
 J. & A. D. Grimond, College st.  
 W. G. Hanna, Wellington pl.  
 Harden Bros., Harrison & Co., James st.  
 James Hart, Franklin st.  
 John Hind & Sons, Durham st.  
 Jaffe Bros., Donegall sq. south.



Johnston, James, & Co., Waring st.  
King Street Linen Co., King st.  
W. Kirk & Son, Bedford st.  
F. B. Lecky, Donegall sq. north.  
G. Lewis, Shankhill road.  
W. Liddell & Co., Bedford st.  
R. Lindsay & Co., Victoria st.  
Lipman & Co., Bedford st.  
A. J. Lutton & Co., Fountain st.  
T. H. Magee, Clarence st.  
Malcolm & Pentland, Bedford st.  
W. Malcomson & Co., Donegall sq.  
H. Matier & Co., Clarence pl.  
James Mautner & Co., Victoria st.  
S. Maze & Son, Clarence pl.  
James McCorry & Co., Linen Hall st.  
R. McCrum & Co., Linen Hall st.  
J. T. McIlveen, Donegall sq. north.  
Mitchell Brothers, Crumlin road.  
J. Moore & Co., Donegall sq.  
Moore, Robinson, & Co., Waring st.  
Moore & Weinberg, Linen Hall st.  
Moreland Brothers, Donegall pl.  
J. Murland, Donegall sq.  
Murphy & Orr, Donegall st.  
Northern Spinning and Weaving Co., Donegall sq.  
Pauley & Sands, James st. south.  
Preston, Smyth, & Co., Donegall sq. south.  
T. Pullmann & Co., Ballymacarrett road.  
W. Rea & Co., Bedford st.  
Richardson Brothers & Co., Donegall pl.  
J. N. Richardson, Sons, & Owden, Donegall sq.  
R. K. Richardson, Brunswick st.  
W. Shaw, Exchange pl.  
Shillington Brothers, Adelaide pl.  
W. Smyth & Co., Donegall sq.  
A. T. Stewart & Co., Wellington pl.  
S. Stewart & Co., Kent st.  
Robert Thompson, Son, & Co., Dougall sq.

James Thompson & Sons, Ormean rd.  
Todd, McCall, & Co., Linen Hall st.  
Ulster Damask & Linen Co., Linen Hall.  
Ulster Spinning & Weaving Co., Falls road.  
Gilbert Vance & Son, Donegall st.  
W. R. Walker, Fountain st.  
Watson, Armstrong, & Co., Donegall st.  
Watson, Valentine, & Co., Brunswick st.  
R. Whitworth & Brothers, Lodge Mills.  
Wilson & Russell, James st.  
John Woods, Bedford st.  
York Street Flax Co., York st.  
J. & R. Young, Brunswick st.

There is direct communication from Belfast to Glasgow by excellent steamers.

Other steamers run regularly between Belfast and Fleetwood, Liverpool, and *viâ* Larne to Stranvaer (Scotland), thence to London, the channel passage occupying about  $2\frac{1}{2}$  hours.

A steamer leaves Belfast for Fleetwood every evening (Sundays excepted) at 7.45 p.m., and is expected to arrive at Fleetwood in time for the first trains to Birmingham, Liverpool, London, Leeds, and all parts of England.


At Fleetwood the railway waggons run alongside the Quay.

Agents at Belfast, Messrs. Henderson and Co., 20, Donegall quay; and at Fleetwood, Thomas H. Carr.

## ROUTE 3.

## DUBLIN TO LONDON.

336 miles. *Fares, 1st class, 62s. 6d.; 2nd class, 45s. 6d.*

TARTING from the Westland Row station for KINGSTOWN (6 miles), (*Hotels: Royal, Marine, Anglesey Arms*), passengers embark for Holyhead. There are four steamers, which alternate in the service. The sea-passage (66 miles) occupies about 5 hours, taking into account the difference of time (about 30 minutes) between Dublin and Greenwich. There are no finer boats in Europe, and the travel on board offers every comfort, so that even at seasons when rough weather must be encountered no unpleasantness may be expected. The railway on the Irish, as well as on the English shores, runs along the quay, and passengers may embark and disembark within a few yards distance. From Holyhead the train passes through Bangor, Chester, and Rugby.

Express trains run from Holyhead to London with few stoppages, at a rapid rate, performing the journey (264 miles) within 7 hours, the entire transit between London and Kingstown occupying about eleven hours.



## ENGLAND.

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### ROUTE 4.

#### LIVERPOOL TO LONDON.

201 $\frac{3}{4}$  miles. *Fares, 1st class, 29s. ; 2nd class, 21s. 9d.*

**L**IVERPOOL (*Hotels: Adelphi, Washington, Waterloo, North-Western, George*), population 493,000. With only two or three exceptions there are, properly speaking, no American mercantile establishments in the port of Liverpool. The amount of tonnage of American vessels which arrived in Liverpool during the year 1874, amounted in the aggregate to 419,984 tons. Con-

sidering the gigantic dimensions which the commerce between Liverpool and the United States has assumed, and taking into consideration the magnitude as well as the variety of interests which are at stake in moving the crops of cotton and grain, in addition to shipments of petroleum and all other staple articles, it seems surprising that all should be left to the care of English merchants. There are a great many firms, closely connected with New York and other shipping ports of the United States, whose members are naturalized citizens, and who may, to all intents and purposes, be considered Americans. Yet the fact cannot be overlooked that, during the War of Secession, American interests were somewhat inadequately represented in Liverpool. It is, however, a noteworthy fact, that the mercantile world of the United States pays a high tribute to the reputation of British merchants. Americans place implicit trust in the integrity and judgment of Liverpool commission houses, to whose care and management valuable cargoes of produce are daily consigned. The communication by steam between the two countries is controlled almost exclusively by Liverpool shipowners, and America is contented with the arrangement. The same amount of confidence is extended, of course, in conducting the sale of American cotton and all other produce imported into Liverpool from the United States.

The declared value of exports from Liverpool to the United States exceeds thirty million dollars, more than one-third of which comprises shipments of tin plates, and the next important item comes under the head of chemicals. Among other articles of export leather, hides, and skins obtain prominence, as well as shipments of East India rice. A steady export of salt is noticeable, while shipments of iron, steel, and steel rails have largely decreased, in common with those of copper and yellow metal. The exports of glass ware and chemicals manufactured at Great St. Helen's have exceeded annually a value of three million dollars.

*American Consul.*

Lucius Fairchild, Tower Buildings, South Water st.  
W. P. Paull, Vice Consul.



The total value of exports in British sterling, declared at the United States Consulate, Liverpool, have been as follows:—

1869 . . . £4,121,514	1873 . . . £7,023,085
1870 . . . 4,253,642	1874 . . . 6,546,000
1871 . . . 6,310,814	1875 . . . 5,611,285
1872 . . . 7,779,904	

### OCEAN STEAMERS.

#### CUNARD LINE.

Saturday for New York *via* Queenstown.

Tuesday for Boston.

Liverpool—D. and C. M'Iver, 8, Water st.

Queenstown—D. and C. M'Iver.

#### INMAN LINE.

Thursdays, Liverpool *via* Queenstown.

Liverpool—Wm. Inman, 22, Water st.

Queenstown—C. and W. D. Seymour and Co.

#### NATIONAL LINE.

Wednesday, Liverpool *via* Queenstown.

Liverpool—21 and 23, Water st.

Queenstown—N. and J. Cummins and Bros.

#### WHITE STAR LINE.

Thursdays, Liverpool *via* Queenstown.

Liverpool—Ismay, Imrie, and Co., 10, Water st.

Queenstown—James Scott and Co.

#### AMERICAN LINE.

Wednesdays, from Liverpool to Philadelphia.

Richardson, Spence, and Co., 17, Water st.

#### GUION LINE.

Wednesday, Liverpool *via* Queenstown.

Liverpool—Guion and Co.

Queenstown—James Scott and Co.

**L**ONDON.—Omitting all matter of detail, we confine ourselves to an enumeration of hotels situated at the various railway stations, or in their immediate proximity. All further information is readily obtained by a reference to local guide-books. Of these the most useful will be found: “The Golden Guide” and “Pascoe’s.”

*Hotels: London Bridge Railway Hotel; Cannon Street Terminus Hotel; Castle and Falcon, Aldersgate Street; Queen’s, St. Martin’s-le-Grand.*

Near Ludgate Hill Station are situated: *Royal, Blackfriars; Salisbury, Fleet Street.*

At Charing Cross, the *Railway Hotel*, and in close proximity, the *Golden Cross, Morley’s, and Craven.*

Near Euston Station are the *Victoria and Euston*; at a short distance the *Langham.*

*The Great Northern Hotel* is at the Company’s station.

*The Midland Railway Hotel* is likewise a new and extensive establishment at the St. Pancras station.

At the Victoria Station is situated the *Grosvenor*, and at short distances, in the West End, the *Westminster Palace, Buckingham Palace, Alexandra, St. James’, Fleming’s Hotels.*

At Paddington Station, the *Great Western Railway Hotel.*

The United States are represented in London as follows:—

His Excellency Hon. Edwards Pierrepont, E.E. & M.P.

*Official Residence, 5, Westminster Chambers, Victoria St.*

*Secretaries of Legation.*—Colonel Wickham Hoffman and Colonel W. H. Cheeseborough.

*Consul General.*—General Adam Badeau.

*Official Residence, Winchester House, Old Broad Street.*

*Vice Consul.*—Joshua Nunn.

*U.S. Government Dispatch Agent.*—B. F. Stevens.

*Official Residence, 4, Trafalgar Square.*

*Offices of American Newspapers, Publishers, &c.*

New York Herald, 46, Fleet St.  
 New York Tribune, 13, Pall Mall.  
 New York World, 32, Fleet St.  
 New York Spirit of the Times, 449, Strand.  
 New York Daily Graphic, 32, Fleet Street.  
 Anglo-American Times, 127, Strand.  
 American Register, 449, Strand.  
 American Traveller, 4, Langham Place.  
 Sampson Low & Co., 188, Fleet St.  
 Appleton & Co., 136, Strand.  
 J. D. Lippincott & Co., 12, Southampton St.  
 Trübner & Co., 14, Ludgate Hill.  
 Henry Stevens, 4, Trafalgar Square.  
 Whittingham & Wilkins, Tooks Court, Chancery Lane.  
 Robt. C. M. Bowles, 449, Strand.  
 New York Associated Press, Bartholomew Hse.

The following list of bankers, shippers, commission houses, brokers, patent agents, and others, comprises the names of firms trading with the United States:—

Anglo-Californian Bank, 3, Angel Court.  
 Anderson, Becker, & Co., 6, Billiter St.  
 C. A. Auffin-Ordt & Co., 34, Finsbury Circus.  
 Baring Brothers, 8, Bishopsgate St.  
 Blatspeel, Stamp, & Co., 9, Warwick Court, Holborn.  
 Louis Breslauer & Co., 85, Gracechurch St.  
 Begbie, Young, & Begbie, 5, Lime St.  
 Richard Brandt, 44, Palmerston Buildings.  
 A. Bell & Sons, 8, Finch Lane.  
 Brown, Shipley, & Co., Founder's Court, Lothbury.  
 A. B. Bremner & Co., 9, Billiter Square.  
 E. O. Blake, 49, Leadenhall St.  
 N. M. Byers & Co., 9, Union Court, Old Broad St.  
 Bowden & Willans, 34, Leadenhall St.  
 David Brown, 148, Leadenhall St.  
 Blake Brothers, 62, Gresham Hse., Old Broad St.  
 Charles Berteaux Radou & Co., 16, Knightrider St.

Central Pacific R. R. Co., 22, Moorgate St.  
A. E. Campbell, Roope, & Co., 19, Moorgate St.  
C. Churchill & Co., 28, Wilson St., Finsbury.  
Cook, Sons, & Co., 21, St. Paul's.  
W. H. Cole & Co., 85, Gracechurch St.  
A. Cronbach & Co., 37, Mark Lane.  
Coates & Co., 13, Bread St., Cheapside.  
H. Clarkson & Co., 20, Billiter St., E. C.  
Coventry, Sheppard, & Co., 1, Corn Exchange Ch.  
J. Cæsar & Co., 17, Gracechurch St.  
Continental Life Insurance Company, 35, Lombard St.  
Corneille, David, & Co., 43, Mark Lane.  
Rob. De Clermont & Co., 98, Fenchurch St.

Davis Brothers, 117, Leadenhall St.  
Deutsche Bank, 50, Old Broad St.  
John M. Davies & Co., 12, Milk St.

Erie Railway Company, 12, Copthall Court, E. C.  
Equitable Life Insurance Co. of N.Y., 1, Princes St.  
Eives & Allen, 61, King William St., E. C.

Fairbanks & Co., 34, King William St., E. C.  
Fore-street Warehouse Co., Fore St.  
Foster, Porter, & Co., 47, Wood St.  
Fred. Fink & Co., 29, Mincing Lane.  
Frühling & Goschen, 12, Austinfriars.  
Osgood Field & Co., 76, Mark Lane.

Grinnell & Co., 7, Leadenhall St.  
J. & R. Grant & Co., 1, Leadenhall St.  
Galbraith, Stringer, Pembroke, & Co., 8, Austinfriars.

Horstman & Co., 2, Crosby Square.  
R. Hendewerk, Seething Lane.  
Hofman, Schenck, & Co., 4, Vine St., Minories.  
C. Hofman & Co., 70, Great Tower Street.  
Halbert & Christensen, 4, Mark Lane.  
Hazard & Co., Piccadilly.

Fredk. Huth & Co., 12, Tokenhouse Yard.  
 W. & J. Hall & Co., 51, Old Broad Street.  
 Hopkins, Ford, & Co., 34, Great St. Helen's.  
 Horschitz & Co., 15, New Corn Exchange.  
 Hasletine, Lake, & Co., 8, Southampton Buildings.

J. R. Jaffray & Co., 7, St. Mildred's Ct.

Henry S. King & Co., 45, Pall Mall.  
 Kew, Stobart, & Co., 28, Fenchurch St.  
 Kurtz, Stuboeck, & Co., 143, Milton St.  
 Kleinwort, Cohen, & Co., 20, Fenchurch St.

Lloyd, Lowe, & Co., 7, East India Avenue.  
 London, Asiatic, and American Co., 26, Old Broad St.  
 London & Burton Beer Co., 3, Philpot Lane.  
 C. M. Lampson & Co., 64, Queen St.  
 S. Lichtenstein & Co., Windsor Chrs., Gt. St. Helen's.  
 Leech, Harrison, & Co., 30, Great St. Helen's.

McCarty & Co., 3, Old Broad St.  
 McKean & Co., 31, Lombard St.  
 Jas. McHenry, 5, Westminster Chambers, Victoria St.  
 J. S. Morgan & Co., 22, Old Broad St.  
 Morton, Rose, & Co., Bartholomew Hse., Bartholomew Le.  
 Melhuish, Sons, & Co., 29, St. Swithin's Lane.  
 Marcus & Co., Dowgate Hill.  
 Thos. Meadows & Co., 35, Milk St., Cheapside.  
 MacCulloch & Co., 41, Lombard St.  
 MacCalmont, Bros., & Co., 15, Philpot Lane.  
 Maclean, Maris & Co., 33, Lime St.  
 J. & R. Morley, 18, Wood St.  
 H. C. Meyer, jun., 3, Fell St., Wood St.

C. & J. Northcote, St. Dunstan's Hill.  
 New York Life Insurance Co., 76 & 77, Cheapside.  
 Saml. Norris, 31, Lombard St.  
 W. P. Nash & Co., 12, St. Mary Axe.

Geo. Offor & Co., 27, Leadenhall Street.



John Patton, jun., & Co., 3, White Lion Court.  
Pile & Co., 34, Great St. Helen's.  
Pacific Mail S. S. Co., Windsor Chrs., Gt. St. Helens.  
Pattenden & Smith, 11, Southwark St.  
A. S. Petrie & Co., 11, Old Broad St.  
H. V. & H. W. Poor, 4, Gracechurch St.

W. H. Roper, 5, Jeffrey's Square.  
J. G. Rollins & Co., 33, King William St.  
W. Ryle, 23, Great St. Helen's.  
N. M. Rothschild & Sons, St. Swithin's Lane.  
Remington's Sewing Machine Co., Victoria St.  
W. S. Rowland & Co., 57, Charing Cross.

Schwann & Co., 62, Moorgate Street.  
Schwann, Modera, & Co.,           ,,  
Steinkopff & Co., 1, East India Avenue.  
Ed. Sheldon & Co., 112, Fenchurch Street.  
Schmolze, Rischmann, & Co., 21, Old Broad St.  
Schroeder & Böninger, 28, Fenchurch St.  
Stapley & Son, 11, Old Jewry.  
Wm. Simpson & Co., 17, Philpot lane.  
J. Henry Schroeder & Co., 145, Leadenhall St.  
Speyer Brothers, 1, Angel Court.  
Seligman Brothers, 3, Angel Court.

Thos. Taylor & Sons, 29, Bread st.  
Thompson, Wyckoff & Co., 17, Fenchurch St.  
Temperleys, Carter, & Darke, 21, Billiter St.

Union and Central Pacific R. R. Co., 22, Moorgate St.

Valentine & Co., 173, Fenchurch St.

Waltham Watch Co., Holborn Circus.  
R. D. Warburg & Co., 139, Cheapside.  
Wheeler & Wilson, 20, Queen Victoria St.  
Widemann & Broicher, 3, Love Lane, Eastcheap.  
James Wright, 61, Moorgate St.

Young, Ehlers, & Co., 32, Great St. Helen's.

## ROUTE 5.

## LONDON TO LEICESTER.

97½ miles. Fares, 1st class, 13s. ; 2nd, 8s. 0½d.



HE Midland Railway, starting from the station at St. Pancras or from Moorgate Street, conveys us in a little more than two hours to—

LEICESTER (*Hotels: Bell, Wellington, White Hart, George, Stag*), population 105,000. Situated on the River Soar. A clean, well-paved city, with many noteworthy public buildings. The manufactures are principally boots and shoes ; cotton and woollen hosiery, gloves, elastic web, sewing cotton, &c., are likewise largely produced here, and the following firms are engaged in these branches :

- G. Anderson & Co., Wellington st.
- R. Angrave & Bros., Millstone lane.
- Atkins & Bros., Newarke st.
- J. Baines & Son, Belvoir st.
- Barber & Henton, Wellington st.
- Bahr & Melville, Jarrow st.
- A. & F. Burgess, 1, Belvoir st.
- E. & R. Charters, Belvoir st.
- J. P. Clarke & Co., King st.
- N. A. Corah & Sons, St. Margaret's Works.
- G. Cousins & Co., Belvoir st.
- Denton & Wright, Belvoir st.
- Emberlin & King, Humberstone gate.
- Evans & Stafford, Campbell st.
- F. & J. Ellis, Rutland st.
- E. France, Waring st.
- Gilbert & Smith, Upper Brown st.
- Richard Harris & Sons, King st.
- Harris & Parr, Wellington st.
- Hart & Lewis, Wimbledon Works.
- J. & W. Hawkes, Queen st.
- T. W. Hodges & Sons, Welford road.
- T. & J. Jones, Brown st.

Kemp & Dyson, Mill lane.  
 D. Marsden, Upper Brown st.  
 John Molesworth, Nichol st.  
 C. Noon & Co., limited, Granby st.  
 G. & J. W. Padmore, Rutland st.  
 W. & J. Pegg, Rutland st.  
 Pickard & Goode, Railway bldgs.  
 Pollard & Pochins, Wellington st.  
 J. Pool & Co., Wellington st.  
 Pool, Lorrimer, & Tabberer, Welford pl.  
 Henry Poynton, Millstone lane.  
 Preston & Sons, Wharf st.  
 Rapp & Co., Eagle works, Maynard st.  
 J. T. Raworth, Charles st.  
 Russell & Rowlett, Welford pl.  
 T. & J. T. Stevenson, Wellington st.  
 Snow & Bennett, Welford rd.  
 Stretton & Hutchinson, Granby st.  
 Stead, Simpson, & Nephew, Belgrave gate.  
 R. P. Swain & Co., High Cross st.  
 J. & G. Thorp, Friday street Mills.  
 A. Turner & Co., Bow bridge Works.  
 Thomas Turner, Friars Mills.  
 H. Turner & Son, Brunswick st.  
 Luke Turner & Co., Deacon st.  
 Toone & Partridge, Stamford st.  
 Henry Wale, Belvoir st.  
 Walker, Kempson, & Brown, Rutland st.  
 R. Walker & Son, Rutland st.  
 T. Wheeler & Co., Abbey Mills.  
 M. Wright & Sons, Asylum st.

The declared values of exports from Leicester to the United States have been as follows:—

1872 . £168,706		1874 . £156,628
1873 . 184,774		1875 . 112,979

The consular agent for the United States is—

Joseph Barber Haxby. Official residence, 11, Belvoir st.

From Leicester the travel may be continued to Nottingham.  
 For description of the latter place, see Route 6.

## ROUTE 6.

## LONDON TO NOTTINGHAM.

125 miles. *Fares, 1st class, 17s.; 2nd, 10s. 8d.*

**W**E pass over the same route as the foregoing, namely, through BEDFORD (47 miles), KETTERING (70½ miles), LEICESTER 97½ miles); or start by the Great Northern line from the King's Cross Station, and after three hours' ride arrive at

NOTTINGHAM (*Hotels: Maypole, Flying Horse*), population 86,000. Situated on the Lene, on a rocky eminence overlooking the Trent Valley.

The chief manufactures are lace goods and hosiery.

*Consular Agent of the United States.*

F. G. Rawson.

The value of lace goods shipped from Nottingham to the United States reaches annually about three million dollars, and of hosiery about one million dollars. There are muslins and other white goods, crapes, velvets, and other cotton and linen textiles, all of which branches find a place in the export tables, with values varying from 30,000 upwards to 100,000 dollars; and to these items must be added ribbons and elastic wares. Of hosiery, the value of exports exceeds slightly one million dollars per annum.

The following are manufacturers of lace goods, hosiery, &c. :—

T. Adams & Co. limited, Stoney st.

Atkin, Son, & J. Milford, High pavement.

W. B. Baggaley, Short hill.

L. Baillon, Marygate.

W. Ball & Sons, Broadway.

T. Belton, Pilchergate.

G. Berrey, Commerce sq.

Billiald & Whitlock, St. Mary's gate.

Birkin Brothers, King's pl.

T. J. Birkin, Sands, & Co., Broadway.  
W. B. Boggulbey, Short hill.  
A. Burrows, St. Mary's gate.  
Burrows Brothers, Pilchergate.  
S. Butler, Broadway.  
Carey & Clayton, Stoney st.  
R. F. Carey & Co., Stoney st.  
J. A. Clarke & Co., Forest road Mills.  
J. H. Clarke, Woolpack lane.  
W. J. Clarke, Stoney st.  
R. H. Dean & Co., High pavement.  
Doubleday & Co., Stoney st.  
Duclos, High pavement.  
Dunnicliff & Smith, Stoney st.  
T. Edwards & Co., High pavement.  
Farmer & Brown, Stoney st.  
Fewkes & Son, High pavement.  
J. Fisher, Broadway.  
Flersheim, Feilmann, & Co.  
J. & T. Fletcher, High pavement.  
Gadsby & Adcock, Commerce sq.  
L. Hamel, St. Mary's gate.  
Hamel & Wright, Pavement.  
J. Hardy & Co., Stoney st.  
C. H. Harris & Son, Pavement.  
J. Hartshorn, Stoney st.  
Heymann & Alexander, Stoney st.  
R. & W. Hoperoft, St. Mary's gate.  
John T. Hovey, Stoney st.  
J. A. Howitt, Stoney st.  
F. Hutchinson, Plumptre st.  
J. Jackson & Co., High pavement.  
Jacoby & Co., Stoney st.  
J. & J. Kirk, Commerce sq.  
H. Leavers & Co., Short hill.  
Leslie & Burton, Stoney st.  
R. Lightfoot & Sons, St. Mary's gate.  
W. Lockwood, St. Mary's gate.  
Maillot & Oldknow, Stoney st.  
J. A. Mair, Broadway.



Mills & Gibb, Stoney st.  
 John E. Minnitt, Stoney st.  
 J. & R. Morley, Flechtergate.  
 H. P. F. Newham, Stoney st.  
 Nottingham Manufacturing Co., Station st., Trent st.  
 T. Oliver, St. Mary's gate.  
 Packer & Co., Stoney st.  
 Pearce & Hobson, High pavement.  
 T. Preston, St. Mary's gate.  
 Proctor & Kirk, Stoney st.  
 J. Reckless & Co., St. Mary's gate.  
 C. Redfern, Broadway.  
 T. Roe & Son, High pavement.  
 S. Sansom & Co., Stoney st.  
 T. Shaw, St. Mary's gate.  
 S. Sims, Pilchergate.  
 J. Spray & Co., New Barford and Marygate.  
 E. Steegmann & Co., Plumptre st.  
 T. G. Swanwick & Co., St. Mary's gate.  
 R. A. Sylvester & Co., Broadway.  
 Taylor Brothers, High pavement.  
 H. Thorpe, St. Mary's gate.  
 John Thorpe, Stoney st.  
 Samuel Turner, Warsergate.  
 S. Wallis, High pavement.  
 H. Webster & Co., Stoney st.  
 J. S. Wheatley & Co., Short hill.  
 H. Williams, Halifax place, Pilchergate.  
 E. Wood, Plumptre st.  
 Herbert Woolley & Co., St. Mary's gate.

The value of declared exports from Nottingham to the United States has been as follows, during the ten years ending September 30th :—

1866	£654,036	1871	£1,003,734
1867	528,654	1872	1,022,859
1868	581,925	1873	1,135,854
1869	676,778	1874	930,073
1870	699,972	1875	830,593

## ROUTE 7.

## LONDON TO WORCESTER AND KIDDERMINSTER.

To Worcester: 120 $\frac{1}{2}$  miles. Fares, 1st class, 15s.;  
2nd, 9s. 6d.

To Kidderminster: 134 $\frac{3}{4}$  miles. Fares, 1st class, 20s. 6d.;  
2nd, 16s.



STARTING from Paddington Station by the Great Western Railway line, the journey is performed in 3 $\frac{1}{2}$  hours.

WORCESTER (*Hotel: Unicorn*), population 33,000.

*Glove Manufacturers.*

Mary Davis & Son, Newport st.  
Dent, Allcroft & Co., Palace yd.  
William Dovey, Lowesmoor.  
William Evans & Co., Henwick rd.  
Joseph Firkins & Co., Foregate st.  
Abel Foulkes & Co., Park st.  
Groves & Partington, Lowesmoor.  
Richard Guise, Cross st.  
John Redgrave, New st.  
J. & W. Sanders, Copenhagen st.  
J. W. Williams, Copenhagen st.  
Richard Wilson, Edgar st.  
R. Wilson, jun., Sansome pl.

Continuing the foregoing route to

KIDDERMINSTER (*Hotels: Black Horse, Lion*), population 19,000; here are the following manufacturers of carpets, rugs, &c.

John E. Barton, Vicar st.  
John Brinton & Co., Vicar st.  
J. Butler, Park lane.  
Crabtree, Bros., Vicar st.  
H. Jecks Dixon & Sons, Long Meadow Mills.

Hy. Fawcett & Co., Green st.  
 W. Green, Green st.  
 Greams & Fedoe, Park Mills.  
 Isaac Hampton, Oxford st.  
 Edward Hughes, Mill st.  
 James Humphries & Sons, Mill st.  
 C. E. & H. Jefferies, Clensmore.  
 Morton & Sons, New rd.  
 E. P. Griffin, Vicar st.  
 Edwin Shaw & Co., Mill st.  
 Richard Smith, Mill st.  
 Tomkinson & Adam, Church st.  
 M. Whittall & Co., Exchange st.  
 Wellars & Co., Park Mills.  
 Willis & Potter, Worcester Cross Mills.  
 Winnall & Fawcett, New road.  
 Benjamin Woodward & Co., Mill st.  
 Woodward, Grosvenor, & Co., Church st.

The declared values of exports from Kidderminster to the United States have been as follows:—

1870 .	£108,088	1873 .	£194,781
1871 .	159,559	1874 .	96,880
1872 .	239,332	1875 .	48,937

The Consular Agency of the United States is in charge of  
James Morton.


*All changes of residence or partnership, as well as new firms, should be notified to the Editor, addressed to the care of*

MESSRS. WHITTINGHAM AND WILKINS,  
 Took's Court, Chancery Lane, London, E.C.

## ROUTE 8.

## LONDON TO LEEDS—BRADFORD.

To Leeds, 186 $\frac{1}{4}$  miles. Fares, 1st class, 25s. 9d.; 2nd, 20s.  
To Bradford, 196 $\frac{1}{2}$  miles. Fares, 1st class, 26s. 9d.; 2nd, 21s.

HE choice of travel lies between three lines of railways; the shortest is by the Great Northern, starting from King's Cross station. After about 4 $\frac{1}{2}$  hours' travel we reach

LEEDS (*Hotels: Victoria, Great Northern, Queen's*), population 260,000. Carpets and heavy woollen goods head the list of exports from Leeds to the United States, and the next items of importance comprise linen thread and twine. The total value of declared exports amounts to about one million dollars. The Consular district of Leeds, however, includes Huddersfield, described in Route 9, and the value of exports from that city reaches nearly five million dollars annually. Of still greater importance is the commerce between Bradford and the United States, for description of which see page 30. Bradford is reached by rail from Leeds in less than one hour.

*American Consul.*

C. O. Shepard. Official residence, 12, Bank st.  
William Ward, Vice-Consul.

The following firms are established at and near Leeds:—

Aspinall Brothers, Russell st.  
Booth Brothers, York pl.  
J. Bottomley & Co., York pl.  
Humphrey Bradley, Bedford st.  
J. E. Briggs & Co., Aire st.  
Briggs & Sons, Wellington st.  
F. W. Bulmer, Park sq.  
G. W. Bennett, Wellington rd.  
Robert Barron, Aire st.

T. & S. Barron, York pl.  
 John S. Booth, Britannia st.  
 J. & D. Brook, Bedford st.  
 Alfred Calvert, Park sq.  
 W. Chadwick, Aire st.  
 T. K. Conyers & Co., Bond st.  
 Thomas Dean, York pl.  
 W. M. Dalglish & Co., Park pl.  
 Thomas Dixon, York pl.  
 John Driver, Bedford st.  
 J. & J. Fletcher, Britannia st.  
 Forrest & Brayshaw, Infirmary st.  
 J. Fairbank & Son, Wellington st.  
 John Gaunt & Son, Aire st.  
 J. & E. Glover, Britannia st.  
 John Gott, Rawdon, near Leeds.  
 E. Greaves, Guildford st.  
 S. Goodman & Co., Queen st.  
 W. Grimshaw & Sons, York pl.  
 Ezra Hartley & Co., York sq.  
 Hainsworth Brothers.  
 Hargreave & Nusseys, West Bar. .  
 Miles Hall, Prospect Mills, York sq.  
 Joseph Hall, Park pl., Morley, near Leeds.  
 Hebbert & Co., Grace st.  
 James Jackson & Co., Stamford st.  
 James Ives & Co., Bond st.  
 W. Kelsall & Son, Kelsall st.  
 Kirkby, Barugh, & Co., Bond st.  
 W. Lupton & Co., Wellington st.  
 A. Marshall & Son, Park pl.  
 Joseph May, Wellington st.  
 Miles, Pickersgill, & Son, Park lane.  
 H. McGill & Co., Russell st.  
 W. Mallinson & Co., Wellington st.  
 A. Moon & Sons, Bond st.  
 W. L. Oddy, York pl.  
 J. J. L. and C. Peate & Co., Aire st.  
 Edward Preston, Springfield house.



S. Robinson & Sons, Bond st.  
 Thomas Roberts & Sons, Bond st.  
 M. & W. Riley, Britannia st.  
 J. W. Stringer, White Cloth hall, King st.  
 James Sharp, York pl.  
 Seth Slater, Greek st.  
 David Scholes, Park pl.  
 C. Smith & Co., Park pl.  
 T. Smith & Sons, York pl.  
 J. W. Sladen & Co., St. Paul's st.  
 S. Sladen & Co., Park pl.  
 P. Slater, Britannia st.  
 James Smales & Co., Bond st.  
 Stenson & Robinson, Wellington st.  
 Joseph Todd & Son, Aire st.  
 Tunstall & Co., King st.  
 Joseph Vevers & Co., Bond st.  
 Joseph Wade & Son, Britannia st.  
 A. A. Walker, Greek st.  
 R. Walker & Co., Park row.  
 N. Walker & Co., Park pl.  
 T. M. Wood & Co., Bishopsgate st.  
 Reuben Walton, Britannia st.  
 E. Watkinson & Co., East parade.  
 Wharton, Son, & Co., Mill hill.  
 H. Williamson & Co., York pl.

From Leeds a short ride of about ten miles takes us to

BRADFORD (*Hotels: George, Royal, Talbot*), population 146,000. Scarcely twenty years ago Bradford was merely a small and unimportant market town. Since then it has grown rapidly, and forms now the centre of an exceedingly prosperous manufacturing district. The export to the United States reached its climax in 1871-72. Since then there has been a sensible decline; still, it is only commensurate with the general falling off in shipments from other quarters, and Bradford continues to hold a prominent place among the Consular returns.

The total of the declared value of exports to the United States from Bradford has been as follows :

12 months ending Sept 30th. £ sterling.	
1864 . . . £1,959,284	1870 . . . £2,865,415
1865 . . . 1,700,857	1871 . . . 3,240,596
1866 . . . 3,490,559	1872 . . . 3,687,269
1867 . . . 2,356,126	1873 . . . 3,267,589
1868 . . . 1,680,204	1874 . . . 2,844,512
1869 . . . 2,670,482	1875 . . . 2,409,790

The majority of these values comprises goods known as " stuffs."

*American Consul*—W. W. Douglas.

The export houses and manufacturers engaged in business with the United States are enumerated in the following list:—

Joseph Brook & Co., Bridge st.  
 E. G. Williams & Co., Hall bdngs.  
 Frith, Booth, & Co., Leeds rd.  
 Gilson, Homen, & Co.  
 Ellett, Glover, & Co., Brook st.  
 Lister & Stewart,  
 Stavert, Yigimola, & Co., Well st.  
 A. & S. Henry & Co., Leeds rd.  
 Chamberlain, Dormer, & Co., Leeds rd.  
 Kell & Co., Vicar lane.  
 Armitage & Ibbetson, Hall bdngs.  
 Pell Brothers & Co., Swaine st.  
 J. H. Jewell & Co.  
 Stansfeld, Brown, & Co., Leeds rd.  
 Lister & Co., Manningham mills.  
 Levita & Hudson, Union st.  
 Fred. Butterfield & Co., Piccadilly.  
 L. Lewis & Co., Vicar lane.  
 William Peel & Co., Bridge st.  
 John Dewhirst & Sons, Brook st.  
 W. Reichenheim Sons, & Co., Curren st.  
 Carlton, Walker, Watson, & Co., Well st.

J. & J. Craven & Co., Booth st.  
John Crossley & Co., Halifax.  
Hird, Dawson, & Hardy, Low Moor.  
Joshua Pollard, Leeds rd.  
D. De Angelis, Drake st.  
S. L. Behrens & Co., Swaine st.  
Firth, Willans, & Co., Halifax.  
John White & Co., Well st.  
M. Rothenstein & Co., Church Bank.  
Dix, Bevend, & Co., Leeds rd.  
H. Samson & Leppoc, Currer st.  
Novelli & Co., Leeds rd.  
H. R. Blair & Co., Leeds rd.  
George Holme, Bolton rd.  
N. P. Nathans Sons, Vicar lane.  
Thomas Taylor & Co., Chapel lane.  
John Blamirie.  
Tootal, Broadhurst, Lee, & Co., Well st.  
Richard Holt, Cheapside.  
Rennie, Tetley, & Co., Leeds rd.  
Joseph Wood, Brook st.  
Charles Lemon & Co., Church Bank.  
A. Hoffman & Co., Burnett st.  
James Robertson, Leeds rd.  
H. B. Clafin & Co.  
Samuel B. Walmsley, Thornton rd.  
Schuster, Fulda, & Co., Leeds rd.  
M. Bottomley & Co., Leeds rd.  
Dufour Brothers & Co., Currer st.  
M. Kaufmann, Bolton rd.  
Joseph Wade & Sons, Brook st.  
Joseph Jefferson, Thornton rd.  
Bowling Iron Company, Back lane.  
Samuel Marsland, Chapel lane.  
Pavel & Wübbe, Well st.  
George Firth.  
James Wood & Co., Hall bdngs.  
Hastings, Briggs, & Co.,  
Heymann & Alexander, Well st.

John White & Sons, Well st.  
 W. H. Barraclough, Hallfield pl.  
 Berendt & Levy, Cheapside.  
 Robert Webster, Chapel lane.  
 Philip Haas & Sons.  
 Hoyt, Sprague, & Co.  
 John & Samuel Smith.  
 Charles Turner, Chapel st.  
 Steinthal & Co., Leeds rd.  
 Bankart, Beattie, & Co., Hall bdngs.  
 Pitt Brothers.  
 S. S. Freeman.  
 Middleton, Ainsworth, & Co., Swaine st.  
 William Bates & Son.  
 Brigg, Goldschmidt & Co., Well st.  
 John Sykes, Westholme st.  
 Joseph Smith Platt.  
 Ferdinand Heilborn, Bermondsey.  
 George Crossley.  
 David Barker, Aldermanbury.  
 Samuel Law & Sons.  
 William Croft & Co., Bermondsey.  
 Edlestein, Moses, & Co.  
 Job Whitely.  
 Kessler & Co., Vicar Lane.  
 John Preston, Aldermanbury.  
 Walker Riley.  
 Esau Hanson.  
 David Parker.  
 J. Robinson & Co.  
 Atlantie, Delaine, & Co.  
 Law, Russell, & Co., Leeds road.  
 Shackelton, Hoyle, & Co.  
 William Barker & Son, Bond st.  
 Pacific Mills Company.  
 F. J. Robinson & Co.  
 Joseph Rhodes & Sons, Cheapside.  
 J. Holdsworth & Co., Brook st.  
 J. W. & C. Ward.

Hall & Stell.  
 Pat. Richardson & Co.  
 Samuel Crabtree.  
 A. Hasenclever, Exchange bdgs.  
 A. D. Juillian.  
 Daniel & Rudolf Delius.  
 Poneniah Mills Company.  
 Ramsden Brothers.  
 William Turner, Houghton pl.  
 E. Hoyle & Sons, Worthington st  
 Joseph Lighthowler & Co.  
 William Ropes & Co.  
 John Sheard & Co.  
 William Gibson & Co.  
 J. A. Wens & Co.  
 Townend Brothers, Brook st.  
 Ovenden Worsted Company, Ovenden.  
 Elkanah Hoyle & Co., Keighley.  
 Prince, Smith, & Co., Keighley.  
 John Lewis, Halifax.  
 James Ackroyd, Halifax.

*Corrections or Changes relating to the foregoing should be addressed to the Editor, care of*

MESSRS. WHITTINGHAM AND WILKINS,  
*Chiswick Press,*  
*Tooks Court, Chancery Lane, London, E.C.*




## ROUTE 9.

## LONDON TO SHEFFIELD—HUDDERSFIELD.

To Sheffield, 162 miles. *Fares, 1st class, 20s. 11d.; 2nd, 17s. 5d.*

To Huddersfield,  $190\frac{1}{2}$  miles. *Fares, 1st class, 24s. 2d.; 2nd, 20s.*

 ELECTING, from two routes which are offering, the shortest, we start from King's Cross station and reach, in  $4\frac{1}{2}$  to  $4\frac{3}{4}$  hours, SHEFFIELD (*Hotels: Victoria, Royal*), population 240,000.

An immense variety of metal goods is produced here. Sheffield cutlery was favourably known so far back as the twelfth and thirteenth centuries. Nor is the manufacture of tools less pre-eminent. Every article of artificers' implements, of the most delicate nature up to the most ponderous anvil or steam-hammer, is produced. Files form a speciality among the exports to the United States, the declared value exceeding annually half a million dollars. Scythes, sickles, and garden tools form a prominent feature. Then we find umbrella ribs, measures, measuring-tapes and rules, as well as every variety of optical, mathematical, and surgical instruments. Among the miscellaneous goods are enumerated fenders and fire-irons, pins and pens, steel mills and doctors' magnets, Jew's-harps, and other steel toys. To this variety must be added brushes and combs, fancy woodware, and last, not least, cheap jewellery. The chief item, however, in the exports is steel. Next to it in value rank the shipments of Bessemer steel rails, and then we have cast-steel and Bessemer steel tyres, springs, axles, frog points, and crank pins. The list of exports embraces cast-steel bells, rolls, and gun castings, shooting tackle, and closes with iron wire rope, telegraphic wire, strand wire, iron fence and other rods.

The manufacturers of these various commodities are named in the following pages:—

*Cutlery Manufacturers.*

Geo. Allen & Son, Grenville St.  
 John Allen & Son, Mitchell St.  
 E. Allender, Brunswick Road.  
 John Askham, Broad Lane.  
 G. D. Atkin, Edward St.

John Baker, Solly St.  
 John H. W. Barker, Norfolk St.  
 H. Barber, Egerton St.  
 E. F. Barnes & Son, Solly St.  
 James Benn, Garden St.  
 Edwin Blyde & Co., Eyre St.  
 W. Bradshaw & Son, Orchard St.  
 A. Bright & Co., Vicker Lane.  
 Brookes & Crookes, St. Phillip's Road.  
 Abram Brooksbank, Malinda Works.  
 J. D. Brown & Co., West St.  
 Brumby & Middleton, Howard St.  
 G. Butler & Co., Eyre St.  
 H. Clegg, Sheaf Island Works.  
 H. Crookes & Co., Norfolk St.  
 John Crossland, Matilda St.  
 J. & R. Dodge, Eyre Lane.  
 J. Elliott & Sons, Hollis Croft.  
 R. Elliott, Arundel St.  
 Isaac Ellis & Sons, Arundel St.  
 Thomas Eyre, Garden St.  
 J. Fenton & Sons, Sykes Works.  
 W. Fletcher, Paradise St.  
 Gilbert Bros., West St.  
 S. Gill, West St.  
 F. Greaves & Sons, Radford Works.

B. Hancock, Bramwell St.  
 S. Hardy & Co., Carver St.

Hargreaves, Smith, & Co., Eyre Lane.  
 Harrison Bros. & Howson, Norfolk St.  
 F. C. Harrison, Trafalgar Works.  
 John Hartley & Sons, Broad St.  
 W. Hawcroft & Sons, Bath St.  
 J. Haywood & Co., Garden St.  
 John Heiffer, Paradise Square.  
 George Hides, Hollis Works.  
 R. Timm Hides, Hollis Croft.  
 Alfred Hobson & Son, Edward St.  
 S. Holmes & Sons, West St.  
 W. & S. Horrabin, Red Hill.  
 M. Hunter & Son, Andrew St.  
 W. Hutton & Sons, High St.

C. Ibbotson & Co., Suffolk St.  
 W. Jackson & Co., Sheaf Island Works.  
 C. Johnson & Co., Portobello St.  
 Kilner Bros., Cambridge St.  
 S. & J. Kitchin, Summerfield St.

Joseph Law, Sidney St.  
 A. Leon, Solly St.  
 Levesley Bros., West St.  
 Lister & Knowles, Matilda St.  
 Joseph Lomas, Solly St.  
 Long, Hawksley, & Co., Rockingham St.

Mappin Bros., Baker's Hill.  
 Mappin & Webb, Norfolk St.  
 Martin, Hall, & Co., limited, Broad St. Park.  
 B. Matthewman & Sons, Milton Works.  
 D. Miller & Sons, Eldon St.  
 John Moreton & Co., Bridge St.

*SHEFFIELD*



John Morton, Furnival St.  
R. F. Mosley, West St.  
John Moulson, Penistone Road.

Thos. B. Needham, Headford St.  
John Newbold & Co., Eyre St.  
F. Newton & Sons, Portobello Works.  
John Nicholson, Milton St.  
Nixon & Winterbottom, Broomhall St.  
John Nowill & Sons, Scotland St.  
E. Parker & Sons, Ecclesall Works.  
Parkin & Marshall, Furnival St.  
F. Pashley, West St.

H. R. Pearce, Porter St., Moorhead.  
H. Platts, Corporation St.  
John Rawson, Westfield Terrace.  
T. Renshaw & Son, Corporation St.  
George Rodgers & Co., Norfolk Lane.  
J. Rodgers & Sons, limited, Norfolk St.  
R. Rodgers & Son, Lambert St.  
A. Rotherham, Rockingham St.

J. B. Schofield, Wellington St.  
John Sellers & Sons, Arundel St.  
W. R. Shirtcliff, Cundy St.  
George Siddall, Solly St.  
Slack & Grinold, Bath St.  
Smith & Hall, Carver St.  
Steer & Webster, Castle Hill Works.

H. H. Taylor, Paradise St.  
 S. Thornhill & Son, Milton St.  
 John Tomlinson, High St.  
 F. Townsend, Solly St.  
 Turner & Jepson, Norfolk St.  
 T. Turner & Co., Suffolk Works.  
 John Turton, Bow St.  
 S. Twigg & Sons, Brown St.  
 W. Twigg & Sons, Bridge St.  
 Unwin & Rodgers, Rockingham St.  
 John Wain, Victoria St.  
 W. Webster & Son, Sycamore Works.  
 John Wigfall & Co., Howard St.  
 C. Williamson, Sydney Works.  
 Wingfield, Rowbotham, & Co., Tenter St.  
 B. Wilks & Sons, Eyre St.  
 C. H. Woods, Charles St.  
 Geo. Woodhead, Howard St.  
 G. Wostenholm & Son, Washington Works.  
 Wragg Brothers, Edward St.  
 W. Wragg & Son, Hollis Croft.  
 Edwin Youle, Orange St.  
 Henry Youle, Eyre St.  
 Young & Son, Corporation St.

*American Consul.*

C. B. Webster.

*Official Residence, Bank st.*

Charles A. Branson, *Vice-Consul.*

The declared values of exports to the United States have been as follows, during the past ten years :—

1866	£1,370,312	1871	£1,401,501
1867	1,394,742	1872	1,616,98
1868	1,134,660	1873	1,781,563
1869	1,055,493	1874	1,393,162
1870	1,115,480	1875	757,119



From Sheffield we reach in about one hour and twenty minutes

HUDDERSFIELD (*Hotel: Royal*), population 70,000; distance from London,  $190\frac{1}{2}$  miles.

The trade in woollen goods between Huddersfield and the United States is of greater importance than the export from Leeds. The declared value annually of goods shipped from Huddersfield exceeds three millions of dollars. Vestings and trousering, shawls and mantle cloths, are largely comprised in these exports.

*Consular Agent of the United States.*

Channing W. Whitman.

The names of manufacturers are given in the subjoined list:—

*Woollen Manufacturers—Plain and Fancy.*

Ainley, Lord, & Co., Albion st.  
 John Ainley, sen. White Hart yd.  
 Richard Ainley, White Hart yd.  
 Alison & Exley, Cloth Hall st.  
 Benjamin Armitage & Co., Hirst's bds.  
 Benjamin Armitage & Sons, Market st.  
 Armitage & Brook, Vance's bds.  
 Armitage Brothers, New st.  
 W. & E. Armitage, Market st.  
 Thos. Armitage, King's Head bds.  
 Edwin & Philemon Aspinall, Market st.  
 Bairstow, Oates, & Son, Fitzwilliam st.  
 Joshua Barber & Sons, John William st.  
 Joshua Barber, Market st.  
 Barnicot & Kenyon, Northumberland st.  
 Daniel Bateman & Sons, Estate bds.  
 Batley, Jackson, & Co., Spring st.  
 Beardsell Brothers & Broughton, Westgate.  
 Alfred Beardsell, Market st.  
 George Beaumont & Son, White Hart yd.  
 Joshua Beaumont & Co., Greenwood's yd., New st.  
 J. & T. Beaumont, Riley's bds.  
 Charles Beaumont, Westgate.

John Beaumont, Upper Aspley.  
 Robert Beaumont, White Hart yd.  
 Bentley & Kilner, Market st.  
 Berry & Co., Rhodes' yd., King st.  
 Berry & Turner, St. George's sq.  
 Nathaniel Berry, King's Head bdgs.  
 Godfrey Binns & Son, Rosemary lane.  
 David Binns, Riley's bdgs.  
 Thos. & Henry Blamires, Cooper's bdgs.  
 John Blamires, Market st.  
 P. M. Booth & Co., Riley's bdgs.  
 John Bower & Sons, Cloth Hall st.  
 James Bray & Co., Vance's bdgs.  
 George Brier, Vance's bdgs.  
 Jonathan Brierley & Son, Riley's bdgs.  
 Brierley & Wall, Littlewood bdgs.  
 Abram Brierley, Littlewood bdgs.  
 David Broadbent, Market st.  
 Edward Broadbent, Chancery lane.  
 John Brook & Son, Cloth Hall st.  
 George Brook, jun., Dundas st.  
 Joseph Brook, Half Moon st.  
 Samuel Brook, Market st.  
 Jas. Brooke & Son, Estate bdgs.  
 John Brown, St. George's sq.  
 H. & J. Butterworth, Market st.  
 Butterworth & Roberts, John William st.  
 Butterworth & Savery, Market pl.  
 Thomas Butterworth & Sons, Littlewood bdgs.  
 Richard Butterworth, Leeds rd  
 George Calvert, White Hart yd.  
 Joseph Carter, Hirst's bdgs.  
 George Charlesworth, Estate bdgs.  
 Thos. Chartres, Sons, & Co., Littlewood bdgs.  
 William Child, Estate bldgs.  
 James Clegg, Lancaster's yd.  
 Jesse Clegg, King's Head bdgs.  
 Cliffe & Jones, King's Head bdgs.  
 Benjamin Crosland & Sons, Riley's yd., Market st.

Geo. Crosland & Sons, Britannia bdgs., St. George's sq.  
James Crosland & Sons, Cooper's bdgs.  
William & Henry Crosland, Cloth Hall st.  
John Crosland & Son, King's Head bdgs.  
Henry Crowther & Sons, Market st.  
James Crowther & Sons, Market st.  
John Crowther & Sons, Marshall's bdgs.  
W. & E. Crowther, Cooper's bdgs.  
Dawson & Thornton, Wells Mills, Northgate.  
John Day & Sons, Market st.  
Day, Watkinson, & Co., St. George's sq.  
Dean & Hey, Lancaster's yd.  
Denham, Dearnley, & Co., Cooper's bdgs.  
J. B. & F. Donkersley, Berry's yd., New st.  
J. T. & D. Donkersley, Vance's bdgs.  
Frederick Donkersley, Hing's Head bdgs.  
Godfrey Drake & Sons, Market st.  
Wm. Duckinfield, Lancaster's yd.  
Dyson & Doherty, Aspinall's yd.  
E. & G. Dyson Brothers, Hirst's bdgs.  
Joseph Dyson & Sons, Northumberland st.  
Thomas Dyson & Sons, Westgate.  
Alfred Dyson, Hirst's bdgs.  
F. Eastwood & Co., Wood st.  
Ellis & Quarmby, Littlewood bdgs.  
Thos. Etchells, Vance's bdgs.  
Thos. Fawcett & Co., Market st.  
Field & Bottrill, King's Head bdgs.  
W. & J. Field, King's Head bdgs.  
Albert Field, King's Head bdgs.  
Edwin Field, Vance's bdgs.  
Humphrey Field, Vance's bdgs.  
Eli Fielding & Sons, White Hart yd.  
James Firth, Cooper's bdgs.  
Henry Fisher & Co., Cooper's bdgs.  
Benjamin Fitton & Sons, Hirst's bdgs.  
John France & Son, Market st.  
Herrmann Geissler, Market st.  
Greenwood, Hanson, & Co., Railway st.

Joseph Greenwood, Hirst's bdgs.  
J. & H. Haigh, White Hart yd.  
A. B. Haigh, Brooks' yd.  
Joah Haigh, Leeds rd.  
Abraham Hall & Sons, Cloth Hall st.  
Hall & Marsden, John William st.  
Benjamin Hall, Cloth Hall st.  
Jos. Harrison, White Hart yd.  
Robert Hastings & Co., Estate bdgs.  
George Hattersley & Sons, Market st.  
John Heap & Brothers, Railway st.  
Heaps & Walker, Nelson bldgs., New st.  
George Heaps, Vance's bdgs.  
William Hell, White Hart yd.  
Hepworth, Friend, & Co., Vance's bdgs.  
George Hey & Sons, Estate bdgs.  
J. & J. Hinchliffe, Wellington bldgs., Queen st.  
Thomas Hinchliffe & Sons, Vance's bdgs.  
John Hinchliffe, jun., Riley's bdgs.  
C. & J. Hirst, White Hart yd.  
Charles Hirst & Son, Brook yd., Market st.  
Edward Hirst & Son, St. George's sq.  
Henry Hirst, Jun., & Co., Tunbridge Mills.  
Thomas Hirst & Son, Market st.  
Jonas Hobson & Co., Littlewood bdgs.  
James Holmes & Son, Market st.  
Thomas Holt, New st.  
George Hopkinson & Sons, Northumberland st.  
Henry Hopkinson & Son, Littlewood bdgs.  
Richard V. Horsfall, Station st.  
Thos. W. Horton, King's Head bdgs.  
Roger Houghton & Son, Littlewood bdgs.  
Hoyle Brothers & Co., King's Head bdgs.  
Joshua Hoyle, King's Head bdgs.  
John Jobson, Jun., Vance's bdgs.  
Joseph Jobson, King's Head bdgs.  
Benjamin Jessop, Dock st.  
J. Johnson & Sons, Wood st.  
James Jordan, Estate bdgs.

William Kaye, Son, & Co., Cooper's bdgs.  
Jonas & Thos. Kenyon, Hirst's bdgs.  
Kilner & Crosland, Wood st.  
James Learoyd & Sons, Town Mill lane.  
William Learoyd & Sons, Estate bdgs  
William Lee & Co., Market st.  
Henry Leech, White Hart yd.  
Liddell & Martin, Cloth Hall st.  
John Littlewood & Sons, Cloth Hall st.  
Samuel Liversedge, Vance's bdgs.  
Lockwood, Baxter, & Pontefract, Riley's bdgs.  
Lockwood Brothers, Railway st., St. George's sq.  
Lockwood & Keighley, Upperhead mills.  
Benj. Lockwood, John William st.  
Charles Lockwood, John William st.  
James Longworth & Co., Wood st.  
George Mallinson & Sons, John William st.  
David Mallinson, Chancery lane.  
Thomas Mallinson, King's Head bdgs.  
John Marsh, Westgate.  
James Mellor & Son, Market st.  
Joseph Mellor & Sons, Railway st.  
Mellor, Wright, & Co., Northumberland st.  
James Mellor, Littlewood bdgs.  
John Mellor, White Hart yd.  
Richard Mellor, Market st.  
Mirfield Mill Co., John William st.  
Moorhouse & Broadhead, Estate bdgs.  
Eli Moorhouse, King's Head bdgs.  
Norton Brothers & Co., Cloth Hall st.  
John Ogston & Co., St. George's sq.  
Aaron Peace & Co., Railway st.  
Peace & Gelder, Railway st.  
James Peace, Vance's bdgs.  
George Pitt & Son, John William st.  
Joseph Quarmby, Market st.  
Thos. Ramsden & Son, St. George's sq.  
John Redfearn & Son, Leeds rd.  
Rhodes, Wright, & Son, John William st.



Richard Roberts & Co., St. Peter's st.  
 Jonas Roberts, Brook's yd., Market st.  
 William Roberts, Littlewood bdgs.  
 Robinson Brothers, Cloth Hall st.  
 James Robinson, King's Head bdgs.  
 Jos. Robinson & Co., Vance's bdgs.  
 Robert Roebuck, Vance's bdgs.  
 William Sandford, Cooper's bdgs.  
 John Schofield & Sons, Station st.  
 George Scott & Sons, Riley's bdgs.  
 Robert Scott & Co., St. Peter's st.  
 James Shaw & Co., John William st.  
 Joseph Shaw & Sons, Railway st.  
 William Shaw & Co., Wood st.  
 Henry Shaw, Half Moon st.  
 Robert Skilbeck & Co., John William st.  
 John Smith & Sons, Cooper's bdgs.  
 Starkey Brothers, Lonroyd bridge.  
 James & Abel Starkey, Vance's bdgs.  
 William Stockdale, King's Head bdgs.  
 John Stott & Co., Northumberland st.  
 John Sugden, New North rd.  
 Sykes & Arlom, King's Head bdgs.  
 Edwin Sykes & Sons, Market st.  
 James Sykes & Co., Hirst's bdgs.  
 Benjamin Sykes, White Hart yd.  
 Godfrey Sykes, Chancery lane.  
 James Sykes, White Hart yd.  
 John Sykes, Lancaster's yd.  
 Joseph Sykes, White Hart yd.  
 William Sykes, Market st.  
 Benjamin Taylor & Sons, White Hart yd.  
 C. & R. Taylor, White Hart yd.  
 John Taylor & Sons, New st.  
 J. E. Taylor Brothers, Cloth Hall st.  
 Taylor & Lodge, Railway st.  
 William Taylor, King's Head bdgs.  
 Geo. Thewlis & Sons, Cloth Hall st.  
 Thomson & Dodds, John William st.

Jonathan Thorp, Estate bdgs.  
Thornton Brothers & Co., Estate bdgs.  
T. J. Tinker, Littlewood bdgs., Serjeantson st.  
Tolson, Haigh, & Brook, Market pl.  
Joseph Turner & Sons, Railway st., St. George's sq.  
B. Vickerman & Sons, St. George's sq.  
Charles Wainwright, King's Head bdgs.  
Henry Walker & Sons, Market st.  
Joseph Walker & Sons, White Hart yd.  
Thomas Walker & Sons, White Hart yd.  
Henry Walker, Hirst's bdgs.  
John S. Walker, White Hart yd.  
Thos. G. Wallis & Co., Buxton rd.  
James Watkinson & Son, Riley's bdgs.  
Whiteley Brothers, Vance's bdgs.  
Nathan Whiteley, White Hart yd.  
William Whiteley, Riley's bdgs., Market st.  
Charles Whitwam & Sons, Brooks' yd., Market st.  
James Wild & Co., St. Peter's st.  
John Wilkinson & Co., Market st.  
Wilson & Price, Market st.  
Wimpenny & Bowes, John William st.  
Henry & Samuel Wimpenny, King's Head bdgs.  
Winterbottom & Lay, Lancaster's yd.  
Richard Wood, King's Head bdgs.  
J. D. Woodhead Brothers, King's Head bdgs.  
John Wrigley & Sons, Buxton rd.  
J. & T. C. Wrigley & Co., John William st.  
Zossenheim Brothers, John William st.

## ROUTE 10.

## LONDON TO BIRMINGHAM.

113 miles. *Fares, 1st class, 17s. 4d.; 2nd, 13s. 6d.*



COMPETING lines make it optional to start from three different stations—the shortest route is by the London and North-Western line from Euston Square. The journey occupies about 3 hours to BIRMINGHAM (*Hotels, Midland, Great Western, North Western, Queen's*), population 345,000.

The multiplicity of articles to which the name of “hardware” is given comprises iron and steel implements of common make, and the declared value of exports to the United States under the denomination of hardware, amounts from 800,000 to 900,000 dollars. The value of fire-arms and gun implements is nearly of similar magnitude. Iron bale-hoops are largely shipped to the cotton ports. A variety of jewellery, watches, and watch materials; leonic ware and fancy goods of leather, wood, pearl, tortoiseshell, &c., is produced in Birmingham, and readily shipped to the United States. Again, we find saddlery, harness, and metal ornaments and furniture for harness-makers, umbrellas, and steel ribs and other materials for umbrellas and sun-shades. Chemical produce and drugs have a large place in the export list, and likewise glass and china ware. The export of buttons made of metal, glass, pearl, and a variety of materials, is monopolized by Birmingham manufacturers.

*American Consul.*

J. B. Gould.

*Official Residence, 53, Union Passage.*

The manufacturers connected with the various branches are found in the following pages:—

*Steel Manufacturers.*

John Bedford & Sons, Cherry st.

Brynna Coal & Steel Co., Colmore row.

Cox Brothers & Holland, Alcester st.

Great Western Steel Co., Gt. Charles st.  
 Wm. Hunt & Sons, Ann st.  
 Thomas Millington, Mill lane.  
 Webster & Horsfall, Bromsgrove st.  
 Thomas Warden & Son, Lionel st.

*Rolling Mills.*

Wm. Betts & Co., King's Norton.  
 Birmingham Battery and Metal Co., Digbeth.  
 Birmingham Small Arms Co., Adderly Park Mills.  
 Charles Clifford & Son, Fazeley st.  
 G. H. Dugard, Broad st.  
 Edgbaston Rolling Mills, Bristol rd.  
 Ellis & Sons, Constitution Hill.  
 Allen Everitt & Sons, Adderley st.  
 Glydon, Shorthouse, & Glydon, Spring hill.  
 B. W. Goode, St. Paul's sq.  
 Grice, Grice, & Booth, Sheepcote st.  
 Hall Street Metal Rolling Co., Hall st.  
 Harris & Richmond, Thimble Mill lane.  
 Charles Harold & Co., St. Paul's sq.  
 Wm. Nokes, Speedwell Mills.  
 C. M. Powell, Bagot st.  
 Abel Rollason & Son, Bromford Mills.  
 Taylor & Sproston, Long Acre lane.  
 John Wilkes & Son, Water st.  
 Samuel Wilkinson & Co., Charlotte st.  
 Wm. Wilkinson, Heath st.

*Button Manufacturers.*

James Abbott, Phillips st.  
 George Aley, Accho pl., Park lane.  
 Wm. Aston, Princes st.  
 Allbut Brothers, Frederick st.  
 Edward Armfield & Co., Newhall st.  
 John Aston & Co., St. Paul's sq.  
 Joseph Ball, Hawkes st.  
 Banks & Hammond, St. Paul's sq.  
 Wm. Banks & Co., Alfred st.  
 J. Barnsley, Coventry road.

Briscoe & Co., Alma st.  
 R. W. & W. Broomhead, Ryland st.  
 Thos. Bullock & Sons, Cliveland st.  
 John Chatwin & Sons, Gt. Charles st.  
 Cook & Edwards, Little Cherry st.  
 Richard Cox & Co., Blucher st.  
 W. Deykin, Jennen's row.  
 Hammond, Turner, & Sons, Snow hill  
 Heaton & Taylor, Union passage.  
 H. & A. Howell, Hockley st.  
 Thos. Islip, Belmont row.  
 Samuel Malins, Bissell st.  
 John Mason, Barford st.  
 Jesse Matthews, New John st.  
 Neal & Tonks, Gt. Charles st.  
 J. Nicklin & Co., Gt. Charles st.  
 R. C. Phillips & Co., Mott st.  
 Pigott & Co., St. Paul's sq.  
 Plant & Green, Warstone lane.  
 Player Brothers, New Hall st.  
 Chr. Rowley & Co., Newhall st.  
 Smith & Wright, Bearley st.  
 George Thorn, Barr st.  
 Thos. Vernon, Brasshouse passage.  
 Watts & Manton, Regent st.

*Steel Pen Manufacturers.*

Baker & Finnemore, James st.  
 C. Brandauer & Co., New John st. west.  
 Brueton, Fowler, & Co., Weaman st.  
 Joseph Gillott & Sons, Graham st.  
 Hinks, Wells, & Co., Buckingham st.  
 G. W. Hughes, St. Paul's sq.  
 Leonardt & Co., George st.  
 Sir J. Mason, Lancaster st.  
 John Mitchell, Newhall st.  
 Wm. Mitchell, Cumberland st.  
 M. Myers & Son, Charlotte st.  
 St. Sansum, Tenby st.



Sommerville & Co., Lancaster st.  
 Turner & Co., Ickniel Port road.  
 A. H. Woodward, Vittoria st.

*Papier-Maché Manufacturers.*

J. & E. Evans, Summer lane.  
 Alfred Knowles, Porchester st.  
 McCullum & Hodson, Summer row.  
 S. & G. Pears, Legge st.  
 Perman & Stamps, St. Paul's sq.  
 Rd. Turley, Hospital st.  
 W. A. Wood, Upper Priory.

*Fancy Leather Goods Manufacturers.*

Bowles & Lynch, Charlotte st.  
 J. Burgess & Sons, Gt. Charles st.  
 Campbell & Co., Sutton st.  
 Thos. Chester, Spring st.  
 Thos. Ely, Macdonald st.  
 Henry Greaves & Co., New st.  
 John Harrison, Gt. Charles st.  
 Thos. & J. Hughes, Regent pl.  
 George Morgan, William st.  
 H. Mapplebeck & Co., Bradford st.  
 Wm. Middlemore, Holloway head.

*Tool Manufacturers.*

Wm. Allday & Son, Branston st.  
 Atkin & Son, Rea st.  
 A. H. Alldridge, Edward st.  
 Jos. Bradbury, Pritchett st.  
 Child & Middleton, Hockley Hill.  
 W. A. Comber & Co., Scotland st.  
 R. C. Gibbons & Co., Berkeley st.  
 Hopkins & Son, Suffolk st.  
 G. H. Humphreys & Co., Constitution Hill.  
 Wm. Hunt & Sons, Ann st.  
 Thos. Lang & Co., Livery st.  
 Leadbeater & Ainsworth, Barford st.  
 John Mountford, Brasshouse passage.

Fred. Orme, Vittoria st.  
 F. Parkes & Co., Holborn hill.  
 J. H. Pickard, Lichfield st.  
 Richard Routledge, Bull st.  
 John Yates & Co., Pritchard st.  
 George Wingrove, River st.

*Gun, Rifle, and Pistol Manufacturers.*

Wm. Ansell & Co., Fisher st.  
 Ashton & Brown, York st.  
 Fr. Barnes & Co., Lionel st.  
 Birmingham Small Arms Co., Armoury road.  
 Thos. Bland & Sons, Whittall st.  
 Bond & James, Loveday st.  
 Braendlin Armoury Co., Loveday st.  
 Joseph Burgwine, Price st.  
 Cook & Son, Bridge st. W.  
 Cooper & Goodman, Woodcock st.  
 Greville-Harston & Co., Bath st.  
 Wm. Gumbley, Price st.  
 E. & G. Hackett, Lower Loveday st.  
 John Hall & Son, Lancaster st.  
 Samuel Harper, Steelhouse lane.  
 W. J. Hill, St. Mary's row.  
 Isaac Hollis & Sons, Weaman st.  
 Daniel Leonard & Son, Aston st.  
 Lewis & Large, George st.  
 John Marson, Newton st.  
 Mewis & Eady, Newton st.  
 Thos. Moxham, jun., Moland st.  
 National Arms & Ammunition Co., Belmont row.  
 National Small Arms Co., Montgomery st.  
 Chs. Osborne, Whittall st.  
 John Parsons & Son, Brearley st.  
 Geo. Playfair, Newton st.  
 Chs. Pryce & Co., Aston st.  
 Westley Richards & Co., High st.  
 John Rollins & Co., Old Swan wharf.  
 Chs. Rosson, Livery st.

W. & C. Scott & Son, Lancaster st.  
 W. Scott & Son, Princess st.  
 John Smith & Son, Russell st.  
 James Stevens, Upper Priory.  
 C. P. Swinburn & Son, Weaman st.  
 Taylor & Newman, Newtown row.  
 Ed. Thomson, Loveday st.  
 J. H. Timings & Son, Great Charles st.  
 Tippings & Lawdon, Constitution hill.  
 J. & W. Tolley, Loveday st.  
 Townsend & Williams, Sand st.  
 Henry Walker & Co., St. Mary's row.  
 Ward & Sons, St. Mary's row.  
 P. White & Sons, Weaman st.  
 John Wilkes, High st.  
 Williamson Brothers & Co., Whittall st.  
 Thos. Willis, Loveday st.  
 B. Woodward & Sons, Whittall st.

*Glass Manufacturers.*

Birmingham Plate Glass Co., Bridge st., Smethwick.  
 Chance Brothers & Co., Smethwick.  
 Pilkington Brothers, Snow hill.  
 Thos. Upton, Broad st.  
 Balsall Heath Glass Co., Wenman st.  
 Wm. Gammon & Co., Gt. Brook st.  
 Thos. Lane & Son, Hampton st.  
 Ed. Moore & Co., Gt. Charles st.  
 Hy. Manton, Jun., Great Charles st.  
 F. Osler & Co., Broad st.  
 Sowerby & Co., Broad st.  
 Jas. Stevens & Son, Dartmouth st.  
 Jos. Tomey, Catherine st.

An important branch of industry is carried on at  
 REDDITCH, about 13 miles from Birmingham. Pins and  
 needles are manufactured here, as well as hooks and eyes,  
 fishhooks, and all kinds of fishing tackle.

*Consular Agent of the United States—H. C. Browning.*

The names of manufacturers are enumerated in the following list :—

- S. Allcock & Co., Station rd.  
 W. Avery & Sons, Headless cross.  
 T. Banks & Co., Unicorn hill.  
 W. Bartleet & Sons, Abbey Mills.  
 A. G. Baylis & Sons, Royal Factory.  
 T. Baylis & Co., Boeley rd.  
 W. Boulton & Sons, Littleworth House.  
 W. Bradshaw & Sons, Unicorn hill.  
 W. Clarke & Sons, Mount Pleasant.  
 T. Davis, Evesham st.  
 John English & Co., Feckenham.  
 John Farr, Red Lion st.  
 Thos. Field, Church green.  
 W. Field, Boeley rd.  
 R. Harrison, Bartleet, & Co., Metropolitan Works.  
 W. Heath, Crab's cross.  
 Richard Hemming & Son, Forge Mills.  
 Joseph Hemming & Son, Windsor Mills.  
 Charles Hiam & Son, Astwood Bank.  
 George Hollington & Sons, Astwood Bank.  
 Jos. Holyoake & Son, Gate Works.  
 Walter Ireland, Broomsgrove rd.  
 Charles Laight, Broomsgrove rd.  
 Henry Lewis & Son, Church green.  
 Joseph Mogg & Co., Adelaide Works.  
 Morris & Yeomans, Astwood Bank.  
 T. Paice & Son, Anchor Works, Astwood.  
 T. T. Shore, Bate's hill.  
 Alfred Shrimpton & Son, William st.  
 Z. Shrimpton & Sons, Unicorn Works.  
 James Smith & Son, Astwood Bank.  
 William Smith & Sons, Mount Pleasant.  
 J. Thomas & Sons, Station rd.  
 Samuel J. Thomas, Bate's hill.  
 S. Thomas & Sons, British Mills.  
 George Townsend, Huntend.  
 Joseph Townsend & Co., Huntend.

## ROUTE 11.

## LONDON TO MANCHESTER.

188½ Miles. Fares, 1st class, 25s. ; 2nd, 20s.

**F**OUR distinct railway routes are available: namely, from the stations at Euston Square, St. Pancras, King's Cross, and Paddington. The route from the first-named station is the most expeditious, occupying rather less than five hours. It is, however, only a question of a few minutes by any of the other routes.

MANCHESTER (*Hotels: Queen's, Albion, Palatine*), population, 352,000.

*American Consul*—Newton Crane.

*Official Residence*—Mount st., St. Peter's sq.

The most prominent shipping, and commission, and export houses are comprised in the following list:—

Arnold Constable & Co., Lower Mosley st.

Arning & Co., Bloom st.

S. Albrecht, Aytoun st.

Astbury & Co., Cross st.

Baerlein & Co., Exchange st.

T. Barlow & Brothers, Major st.

W. Baumann & Co., George st.

H. Bannermann & Co., York st.

Butterworths & Stephenson, Booth st.

Buxton & Son, Peter st.

Carlisle, Douglas, & Co., Mosley st.

Cowlishaw, Nicol, & Co., Portland st.

P. & R. S. Dewhurst, Brown st.

Droege & Co., Major st.

Duchè Brothers & Co., Dickinson st.

Du Fay & Co., Booth st.

Dux, Berend, & Co., Queen st.

Eckhard & Co., Lloyd st.

Field, Leitner, & Co., Faulkner st.



- A. P. Fletcher & Co., Dale st.  
F. E. Gaddum, South st.  
Rob. Gardner & Co., Mosley st.  
P. Goldschmidt, Alber sq.  
G. Gottschaleck & Co., Aytoun st.  
W. Graham & Co., Major st.  
C. Hähnel, jun. & Co., Brazenose st.  
Hamel & Wright, Portland st.  
H. D'Hauregard & Co., Little Lever st.  
H. F. Herring & Co., South st.  
A. Hess & Mammen, Cumberland st.  
Heynssen, Martiensen, & Co., Brook st.  
Hoare, Miller, & Co., Peter st.  
Hockmeyer & Co., Hall st.  
Hudson, Möller, & Co., Cross st.  
Heugh, Balfour, & Co., Portland st.  
J. F. Hutton & Co., Dale st.  
Jackson, Brierley, & Briggs, Cannon st.  
J. R. Jaffray & Co., Portland st.  
M. Kauffmann, Lower Mosley st.  
Kolp & Co., George st.  
Koenig & Co., Hall st.  
E. Lomnitz & Co., Mount st.  
Lord & Taylor, Grosvenor st.  
J. J. Moller & Co., Cumberland st.  
Murray Brothers & Co., South Parade.  
H. Nathan & Sons, Portland st.  
N. P. Nathan Sons, Oxford st.  
Overmann & Schon, Cooper st.  
Paul & Steinberg, Hall st.  
E. Pecher & Co., Albert sq.  
John Pender & Co., Mount st.  
Pinto, Leite, & Co., Lloyd st.  
Price, Parrish, & Co., Portland st.  
J. Railton & Son, East st.  
Reiss Brothers, Quay st.  
N. Samana, jun., Sackville st.  
Leopold Samson, Mount st.  
Scholes & Hirst, Norfolk st.

Schunck, Souchay, & Co., Peter st.  
 Leo Schuster & Co., Sackville st.  
 Schwann, Modera, & Co., Minshull st.  
 Scott Brothers, Peter st.  
 John Seltzer & Co., Portland st.  
 B. L. Salomon & Sons, Dickinson st.  
 Stavert, Zigomala & Co., Minshull st.  
 Steinthal & Co., Peter st.  
 A. T. Stewart & Co., Minshull st.  
 Stoddart, Lovering, & Co., Brazenose st.  
 H. S. Straus & Brothers, Peter st.  
 Warburg & Co., Lloyd st.  
 Ward Brothers & Co., George st.  
 J. P. Westhead & Co., Piccadilly.  
 Willing & Co., Mulberry st.  
 E. Wunsch, jun., & Co., Lloyd st.  
 Ziffer & Walker, Oxford st.

The declared value of exports from Manchester to the United States has been as follows:—

1874	.	.	.	£3,975,189
1875	.	.	.	3,728,608

*All changes and corrections for subsequent editions should be addressed to the Editor, care of*

MESSRS. WHITTINGHAM AND WILKINS,  
*Chiswick Press, Tooks Court,  
 Chancery Lane, London, E.C.*

## ROUTE 12.

## LONDON TO SOUTHAMPTON.

79 miles. *Fares, 1st class, 15s. 6d.; 2nd, 11s.*

**F**ROM the terminus known as "Waterloo Station," we pass near the camp at Wimbledon, and reach FARNBOROUGH (33 miles). Thence proceeding through Basingstoke and Andover, we reach WINCHESTER (67 miles), (*Hotels: Black Swan, George*), population 16,000; a city with many historical recollections.

Crossing the River Itchen, we pass through Bishopstoke (74 miles), and reach

SOUTHAMPTON (79 miles), (*Hotels: South Western, at the Station; Radley, Dolphin*), population 50,000.

*American Consul*—Wm. Thompson.

## OCEAN STEAMERS.

HAMBURG AMERICAN PACKET COMPANY.

Agents:—Smith, Sundius, & Co.

NORTH GERMAN LLOYD.

Agents:—Keller, Wallis, & Postlethwaite.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

Agent:—Captain Black.

Every Monday, Wednesday, and Friday evening, steamers leave for Havre. Through tickets to *Paris* are obtainable in London. This route, though not the shortest, offers really the cheapest and at the same time an agreeable journey between London and Paris.

Southampton offers a market for the famous live stock—Guernsey and Alderney cows—which are sent for sale from the Channel Islands.

## ROUTE 13.

## LONDON TO HARWICH.

70 miles. *Fares, 1st class, 14s. 6d.; 2nd, 11s. 6d.*

**E**XPRESS trains leave from Bishopsgate Street Station, the terminus of the Great Eastern Railway, every evening. Passing through Epping Forest, Romford, and Brentwood, we reach

CHELMSFORD (29 miles), (*Hotels: Black Boy, Saracen's Head*), population 3,000. The next place of importance is

COLCHESTER (51 miles), (*Hotels: Red Lion, George*), population 25,000. At Manningtree Junction (59 miles) we leave the main line, and proceed to

HARWICH (70 miles), (*Hotels: Spread Eagle, Three Cups, The Great Eastern Railway Hotel*, at the Station), population 6,000. There is daily steam communication (Sunday excepted) with Rotterdam, and three times a week with Antwerp. Travel over this route is less expensive than the Dover route.

## ROUTE 14.

## LONDON TO SHEERNESS.

54 miles. *Fares, 1st class, 11s.; 2nd, 7s. 6d.*

**A**NEW, expeditious, and economical route recently opened, conveys the traveller from the terminus of the London, Chatham, and Dover line at Victoria or Ludgate to

ROCHESTER (33 miles) and CHATHAM ( $34\frac{1}{2}$  miles), (*Hotels: Mitre, Sun*), population 38,000, and thence to

CANTERBURY (62 miles), (*Hotels: Fountain, Rose*), population 22,000. Here connection is made with

QUEENBORO (SHEERNESS), (*Hotel: Royal Fountain*), whence steamboats run to Flushing. Through tickets may be had for any Continental city at reduced tariff rates.



## SCOTLAND.

### ROUTES.

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### ROUTE 15.

#### LONDON TO EDINBURGH—LEITH.

397 miles. *Fares, 1st class, 64s. 6d.; 2nd, 48s.*

**F**ROM King's Cross Station, by the Great Northern line, the travel lies *viâ* York, and occupies  $9\frac{1}{2}$  hours. Another route from Euston Square by the London and North Western line, competes with the foregoing route, but the difference involves only a few miles. There is a third route from St. Pancras by the Midland line, which offers the advantage of Pullman's Sleeping Cars.

EDINBURGH (*Hotels: Royal, Balmoral, Waterloo, Ship, Waverley, Crown, Imperial*), population 190,000. Its shipping port,

LEITH, is situated about one mile from the centre of the city of Edinburgh. Linen goods are largely shipped from here, but manufactured in neighbouring cities; the names of manufacturers will be found under the heading of Dunferm-



line, Kirkcaldy, and other places. The chief item of exports to the United States consists of beer (ales).

*American Consul*:—John T. Robeson.

The subjoined list enumerates the various breweries at Leith and Edinburgh.

William McEwan, Fountainbridge Brewery.

Muir & Son, Caltonstill Brewery.

John Jeffrey & Co., Grassmarket.

William Younger & Co., Abbey Brewery.

Robert Younger, St. Ann's Brewery.

Archd. Campbell & Co., Argyle Brewery.

Edinburgh & Leith Brewing Co., Canongate.

D. Nicolson, Palace Brewery.

J. & T. Usher, Park Brewery.

T. & J. Bernard, North Back of Canongate.

There are several important chemical and colour works doing a large export trade. The subjoined list shows the most important firms:—

*Chemicals.*

Bonnington Chemical Co., Bonnington, Edinburgh.

A. B. Fleming & Co., Caroline Park, Granton.

Raines, Blanshard, & Co., Smith pl., Leith.

Sang & Barker, Barony st.

T. H. Smith & Co., Duke st.

J. & J. Lundy & Co., Elbe st., Leith.

Of other branches of industry engaged in the export trade, the following are of some importance:—

*Biscuit Manufacturers.*

R. Middlemass, Causewayside.

McKenzie & McKenzie, Earl Grey st.

*Typefounders.*

Miller & Richard, Nicolson st.

*Manufacturers of Printer's Ink.*

Ballantyne & Co., Paul's Works, Causewayside.

*Gelatine Manufacturers.*

J. & G. Cox, Gorgie Mills, near Edinburgh.

*Vulcanite and Waterproof Goods.*

North British Rubber Co., Castle Mills.

Scottish Vulcanite Co., Viewforth.

A large book trade is carried on from Edinburgh. The principal publishing houses are found in the following list:—

A. & C. Black, North Bridge.

Wm. Blackwood & Sons, George st.

W. & R. Chambers, High st.

T. & T. Clark, George st.

Edmonston and Douglas, Princes st.

Andrew Elliot, Princes st.

Fullarton & Co., Steads pl., Leith walk.

Gall & Inglis, George st.

McLachlan & Stewart, South Bridge.

Thomas Nelson & Sons, Hope Park crescent.

W. P. Nimmo, St. James's sq.

William Paterson, Princes st.

The extent of business transacted at Leith and Edinburgh may be estimated by the fact that the amount of duties collected at the Custom House exceeds annually half a million sterling.

The following list comprises the names of general merchants and commission houses at Edinburgh:—

Alison & Cowan, Constitution st.

Anderson & Wallace, Quality st.

J. W. Becker & Co., Bernard st.

Beda, Esricht, & Co., Bernard st.

A. & J. Beveridge, John's lane.

Robt. Brotchie & Co., Mitchell st.

Buchan & Johnston, Tollbooth Wynd.

Edw. G. Buchan, Bells ct., Quality lane.

Carstairs & Robertson, Giles st.

J. H. Cromarty & Co., Middle Dock Gates.

A. & A. Crawford, Quality st.

Wm. Crooks, Bernard st.

A. G. Cuthbertson & Sons, Constitution st.

Jas. Dane & Co., East Register st.

Peter Dowie, Mitchell st.

Forrest & Turnbull, Constitution st.  
A. T. Garvie & Co., Quality st.  
P. & R. Gavin, Constitution st.  
Geo. Gibson & Co., Wet Docks.  
Gillespie & Cathcart, Bernard st.  
James G. Gilmer & Co., Baltic st.  
R. E. Harvey, Assembly st.  
Hutchinson Brothers, Middle Dock Gate.  
W. Kall & Co., Bernard st.  
John Low & Co., Quality st.  
Mathew & Theilmann, Baltic st.  
J. U. Menzies, Baillie st.  
William Menzies, Quality st.  
Miller Brothers, Quality st.  
Mitchell, Somerville, & Co., Bernard st.  
C. Morrison & Sons, Constitution st.  
J. & G. Morrison, Andrews st.  
Wm. Muir, West Dock.  
William Paterson & Co., Assembly st.  
Paterson Brothers & Co., Leith Walk.  
Christopher Salverson & Co., Bernard st.  
Sanderson & Paterson, St. Anthony st.  
Alex. Schultze & Son, Commercial pl.  
Alex. Smith, Bernard st.  
J. & J. Smith, Constitution st.  
Sörensen & Kidd, Constitution st.  
James Tainsh, Baillie st.  
Taysen & Co., Constitution st.  
Wm. Thomson & Co., Constitution st.  
Thorburn, Hay, & Co., Bernard st.  
A. R. Todd, Leith Flour Mills.  
Turnbull Brothers & Co., Sandfort st.  
John Warrack & Co., Constitution st.  
David Weir, Bernard st.  
Charles Williamson, Bernard st.

The following mercantile houses are established at Leith :

Adams, Sons, & Co., Constitution st.  
Aitken & Wright, Constitution st.

Robt. Anderson & Co., Timber Bush.  
 Bolton & Co., Commercial pl.  
 J. N. Campbell, Dock pl.  
 T. B. Campbell & Co., Constitution st.  
 Christie & Park, Timber Bush.  
 Crudelins, Hirst, & Co., Citadel.  
 James Currie & Co., Bernard st.  
 Neil, Dryburgh, & Son, Mitchell st.  
 Jas. Duncan & Co., Baltic st.  
 G. Henry Ebsworth, Constitution st.  
 Ferguson, Davidson, & Co., Leith Saw Mills.  
 Wm. Gifford & Co., Dock pl.  
 H. S. Hanser, Dock pl.  
 Wm. Henry & Co., Constitution st.  
 Hutchison & Co., Bernard st.  
 Kidd, Ennsen, & Co., Quality st.  
 La Cour & Watson, Commercial pl.  
 Leechman & Gray, Quality st.  
 Livingstone Weir, Assembly st.  
 D. R. McGregor & Co., Bernard st.  
 Walter G. Pattison, Bernard st.  
 A. R. Rennie, Bernard st.  
 John A. Simpson, Constitution st.  
 J. & G. Stewart, Bath st.  
 David Thom & Co., Constitution st.  
 Robt. Turnbull & Co., Constitution st.  
 John Wilson & Co., Constitution st.  
 Thos. B. Yule, Constitution st.

The following list comprises the names of corn factors and provision merchants:—

Aitken, Gray, & Co., Bernard st.  
 Robt. F. Bell, Constitution st.  
 Bruce, Boyd, & Co., Constitution st.  
 Cochrane, Paterson, & Co., Constitution st.  
 Combie, Ree, & Co., Constitution st.  
 Johnstone, Doig, & Co., Assembly st.  
 Hugo Knoblauch, Constitution st.  
 Robertson & Hope, Constitution st.

Robinson, Marjoribanks & Co., Constitution st.  
 Ross, Martin, Co., Insurance Brokers.

The linen industry, as stated above, is mostly situated in Fifeshire, notably at Kirkcaldy and at Dunfermline. The manufacturing firms will be found in the following pages.

## EDINBURGH TO KIRKCALDY.

30 miles. *Fares, 1st class, 2s. 6d. ; 2nd, 2s. 2d.*

*Manufacturers of Linen Goods, Damasks, Huckes, &c.*

Beveridge & Aytoun, High st.  
 Geo. & Wm. Beveridge, High st.  
 Andrew Blair & Co., Berrill st.  
 A. Blyth & Co., Hawkley Muir Factory.  
 Louis Chiffelle, Dunnikier.  
 Ralph S. Eadie, Pathhead.  
 John Eaton, Links.  
 John Ferguson, Hill st.  
 Charles Fyfe, Sinclairtown.  
 John Greig & Co., Pathhead.  
 Peter Greig & Co., Sinclairtown.  
 Thomas Harrow, Dysart.  
 Robert Haggie, Kirkaldy Power-Loom Factory.  
 Ireland & Wishart, Pathhead.  
 Robert Jeffrey & Sons, Balmsby Works.  
 Johnston, Hutchison, & Co., Roslyn Works, Sinclairtown.  
 John & Thomas Kay, Sinclairtown.  
 Wm. Lindsay, Linktown.  
 John & Henry Lister & Co., Pathhead.  
 N. Lockhart & Sons, Linktown.  
 David Lornie & Sons, Pathhead Mills & Kinglassie.  
 John Lornie & Sons, Pathhead.  
 Thos. McLaren, Parkhead Factory, Sinclairtown.  
 John Main, Denfield Power-Loom Factory.  
 J. C. Mitchell, Sinclairtown.  
 James Skirving, High st.



Robert Speedie & Sons, Sinclairtown Factory.  
 Robert Stewart & Son, High st.  
 Robert Stocks & Co., Abden Factory, Linktown.  
 David Todd, Linktown.  
 Robert Wemyss, Abbotshall Factory.

### EDINBURGH TO DUNFERMLINE.

28 miles. *Fares, 1st class, 3s. 6d. ; 2nd, 2s. 4d.*

*Manufacturers of Linen Goods, Damasks, &c.*  
 James & Thomas Alexander, Canmore Works.  
 Beveridge, Erskine, & Co., St. Leonard's Works.  
 Berrils Brothers, St. Margaret st.  
 Andrew Boag & Son, North Inglis st.  
 David Donald, Golfdrum st.  
 Charles Drysdale, Pilmuir st.  
 Robert S. Drysdale, St. Margaret st.  
 Hay & Robertson, Priory lane.  
 Inglis & Co., Castle Blair Works.  
 David Lightfoot, Golfdrum st.  
 James Mathewson & Son, Bothwell Works.  
 Andrew Reid & Co., Pilmuir st.  
 Henry Reid & Son, Abbey Garden Works.  
 Stoolbred & Son, Pittencrieff st.  
 Wilson & Reid, Knabbie st.

*Coal Masters and Coal Proprietors in and about Dunfermline*  
 (With the names of the ports at which the coals are shipped).

Margaret Grier ; Baldrige Colliery.

*Shipping Port.* Charlestown.

Henderson, Wallace, & Co. ; Halbeath ; Cuttlehill ; and Kingreat Collieries..

*Shipping Ports.* Burntisland, Charlestown, Dundee Docks, Kirkcaldy, Leith Docks, and Tayport.

Lassodie Collieries Company ; Lassodie Collieries.

*Shipping Ports.* Charlestown, Burntisland, Dundee Docks, Leith Docks, and Tayport.

Lochore and Capeldrae Cannel Company, limited ; Lochore, Capeldrae, and Crosshill Collieries.

*Shipping Ports.* Burntisland, Alloa, Leith, Glasgow, and Greenock.

Thomas Spowart & Co. ; Elgin and Wellwood Collieries.

*Shipping Ports.* Charlestown, Burntisland, Dundee Docks, and Tayport.

Townhill Coal Company ; Townhill Collieries.

*Shipping Ports.* Charlestown, Burntisland, Dundee Docks, Leith Docks, and Tayport.

West of Fife Coal Company ; Muircockhall Colliery.

*Shipping Ports.* Charlestown, Burntisland, Dundee Docks, Leith Docks, and Tayport.

## ROUTE 16.

## EDINBURGH TO GLASGOW.

48 miles. *Fares, 1st class, 5s. 6d.; 2nd, 4s.*



GLASGOW (*Hotels: George, Queen's, Royal, Maclean's*), population 455,000. In commercial importance the city takes rank immediately after Liverpool. The value of declared exports to the United States from the Consular district of Glasgow will be seen from the following statement:—

1871 . .	£1,761,518		1874 . .	£1,310,985
1872 . .	2,043,020		1875 . .	1,191,879
1873 . .	1,698,342			

The chief item of export is composed of linen thread. Pig-iron forms the next important item, after which rank muslins, and other cotton and linen manufactures. The remainder is made up by goods of a miscellaneous character, including Paisley shawls, carpets, chemicals and paints, beer, stationery, &c.

*American Consul.*

S. L. Glasgow.

The following list comprises the most prominent manufacturers of various branches of industry in Glasgow and its immediate vicinity:—

*Chemical and Colour Works.*

- British Asphalte Company, Union st.
- British Seaweed Company, West Regent st.
- Greenvale Chemical Company, Duke st.
- Hurlet & Campsie Alum Company, West George st.
- Hurlet Chemical Works, Bath st.
- Milton Oil Company, Dundas st.
- J. Berger, Spence, & Co., West Regent st.
- Charles Tennant & Co., St. Vincent st.
- The Alum & Ammonia Company, West st.
- J. Townsend, Crawford st., Pt. Dundas.

*Muslin Manufacturers.*

James Alexander & Co., St. Vincent st.  
 John Blair, sen., & Co., Madeira court.  
 W. & R. Brown, Cochrane st.  
 W. & J. Cochrane, St. Vincent st.  
 Crawford & Topping, Madeira court.  
 Thomas Gould & Co., Maxwell st.  
 James Hutcheson & Co., Hutcheson st.  
 Lindsay, Eadie, & Co., St. Vincent st.  
 M. McDonald & Co., West Nile st.  
 Alexander Mackay & Co., Virginia st.  
 M. Morton & Co., Victoria st.  
 R. Muir & Co., Ingram st,  
 James Orr & Co., Exchange sq.  
 Wm. Robertson & Co., Queen st.  
 Stewart, Moir, & Muir, Mitchell st.  
 Stewart, Wilson, & Co., St. Vincent st.  
 Watson & Co., Miller st.  
 Alexander Whyte & Co., Queen st.  
 James Wishart & Co., Queen st.  
 Young, Strang, & Co., Gordon st.

*Manufacturers of Cotton Goods.*

John Bartholomew & Co., Dundas st.  
 Clyde Weaving Co., Dalmarnock st.  
 James Finlay & Co., West Nile st.  
 R. Gilkison & Co., West George st.  
 Lancefield Spinning Co., Miller st.  
 Port Eglinton Spinning Co., Port Eglinton.  
 John Robertson & Co., Bridgetown.  
 Sommerville, Crawford, & Co., Frederick st.

*Flax Spinners and Linen Thread Manufacturers.*

Briggs & Co., Hunslet.  
 Brown Brothers, Britannia st. and Gildersome.  
 W. B. Holdsworth & Co., limited, Hunslet.  
 Marshall & Co., Marshall st. Water lane.  
 Titley, Tatham, & Walker, Water Hill Mill & School close.  
 J. T. Fleck, Albion st. & Stanley Mills.  
 Hives & Tennant, Bank Mills.

Alexander Paterson & Son, New Mill, Hunslet.  
Parker Brothers, Saynor rd.

The principal merchants and export houses are included in the following list :

Harvie Anderson.  
John Athya & Co.  
W. Baird & Co.  
Edward Bruce & Co.  
P. McT. Brown.  
Buchanan, Anderson, & Co.  
Carson, Warren, & Co.  
Cook, Wilson, & Co.  
Cross, Wedderspoon, & Co.  
J. & A. Dennistown & Co.  
Edmiston & Mitchell.  
Falconer Brothers.  
N. B. Falconer & Co.  
Forbes Brothers & Co.  
Gillespie, Cathcart, & Co.  
Hart, Macfarlane, & Co.  
A. S. Henry & Co.  
W. B. Huggins & Co.  
S. Irvin & Co.  
James Kelso, jun.  
Malcolm, McGeorge, & Co.  
J. McKie, jun., & Co.  
McLean, Leith, & Co.  
John McNair & Co.  
Pollock, Gilmour, & Co.  
Robinson & Marjoribanks.  
James Scott & Co.  
Sheppard, Macnab, & Co.  
A. T. Stewart & Co.  
D. Storer & Sons.  
H. Young.  
R. & J. Henderson.

At a distance from Glasgow of about 7 miles is situated



PAISLEY (*Hotels: George, Saracen's Head*), population 50,000; an important manufacturing place, chiefly noted for its shawls, imitation of camel-hair shawls, crapes, threads, and various kinds of linen and cotton goods. The following list comprises some of the prominent manufacturing establishments:

*Shawl Manufacturers.*

Campbell, Sons, & Co., Forbes pl.  
 Mark Cook & Co., Causeyside.  
 J. Cunningham & Co., Causeyside.  
 John Cunningham & Sons, Forbes pl.  
 Matthew Gibb & Co., Causeyside.  
 Matthew Greenlees & Co., Forbes pl.  
 Robert Guthrie & Co., Forbes pl.  
 A. S. Hamilton & Co., Causeyside.  
 John Kerr & Co., Causeyside.  
 James Kilpatrick, Causeyside.  
 Kirkwood, Barbour, & Co., Causeyside.  
 Logan & Gardiner, Forbes pl.  
 James McKechnie & Co., Causeyside.  
 John Morgan & Co., Causeyside.  
 James Murray, Causeyside.  
 Patent Convex Weaving Co., George st.  
 J. & J. Robertson, Forbes pl.  
 John Robin & Co., Caledonian factory.  
 Charles Smith & Co., Causeyside.  
 Walker, Son, & Co., Causeyside.  
 Matthew Whitehill & Co., Causeyside.  
 Wilson Brothers, George st.  
 Young, Son, & Co., Causeyside.

*Thread Manufacturers.*

J. Carlile, Sons, & Co., Bankend Mills.  
 William Clapperton & Co., New Sneddon.  
 Clark & Co., Linside and Cumberland Mills.  
 J. Clark & Co., Paisley Thread Works.  
 J. & P. Coats, Ferguslee Thread Works.  
 Kerr & Co., Underwood Mills.  
 Ross & Duncan, Abercorn st.  
 Wotherspoon & Co.

## ROUTE 17.

## EDINBURGH TO DUNDEE.

51 miles. *Fares, 1st class, 9s. 6d.; 2nd, 7s. 4d.*



**D**UNDEE (*Hotels: Royal, British*), population 115,000. An excellent shipping port, with a tidal harbour and magnificent docks. The commerce of Dundee is extensive, with important ironworks, in addition to numerous factories, chiefly of linen goods. The export to the United States from the Consular district is reported as follows:—

1872	. .	£1,528,397		1874	. .	£1,306,358
1873	. .	1,457,487		1875	. .	1,052,487

*American Consul.*

Matthew McDougall.

*Official Residence, 81, Murraygate.*

Walter Baxter, *Vice-Consul.*

Manufacturers of linen goods are comprised in the following list:—

- Anderson & Glass, Mid st.
- Baxter Brothers & Co., King st.
- Thomas Bell, Belmont Works.
- Boase & Mudie, Bank Mill Works.
- Butchart & Don, Ladywell lane.
- J. K. Caird, Cowgate.
- Cox Brothers, Meadow pl.
- Andrew Douglas & Co., Douglas st.
- W. & J. Don & Co., Panmure st.
- James Duncan & Co.
- A. & D. Edward & Co., King st.
- Ewan Young & Co., Cowgate.
- Fairweather, Brodie, & Co., Cowgate.
- Fairweather & Chalmers, Hop St. Mill.

D. H. Fleming, Bain sq.  
 Wm. Fergusson & Son, Dudhope Works.  
 Gibson, Robertson, & Co., Craigie Works.  
 G. Gilroy, jun., & Co., Panmure st.  
 Gilroy Brothers & Co., Tay Works.  
 Grierson, Lockhart, & Co., Cowgate.  
 J. & A. D. Grimond, King st.  
 Wm. Halley & Son, Wallace st.  
 J. Henderson & Sons, Lindsay st.  
 A. & S. Henry & Co., St. Andrew's st.  
 Henry Boase, Wellfield Works.  
 Lamb & Scott, Bell st.  
 A. Low & Son, Cowgate.  
 C. Lucas & Co., Seagate.  
 Luke, Kimmond, & Co., Bain sq.  
 J. Malcolm & Co., Bell st.  
 Malcolm, Ogilvie, & Co., Royal Exchange pl.  
 D. & G. McFarlane, Coupar's alley.  
 R. E. McGavin & Co., Panmure st.  
 McIntyre & Co., Cowgate.  
 Mitchell & Graham, Cowgate.  
 John Moir & Son, Cowgate.  
 A. Moncur & Son, St. Andrew's st.  
 W. R. Morison & Co., Wallace Works, Dens rd.  
 A. & J. Nicoll, South Ward rd.  
 A. Ogilvie & Sons, St. Andrew's st.  
 Edward Parker & Co., Cowgate.  
 James Paterson, Hawk hill.  
 J. Prain & Sons, Cowgate.  
 H. Ree, Panmure st.  
 W. Ritchie & Sons, Cowgate.  
 Hugh Samson & Sons, St. Andrew's st.  
 G. Schleselman, Panmure st.  
 Schulze, Gow, & Co., Trades' lane.  
 Scott & Fyfe, St. Andrew's pl.  
 H. & A. Scott, Cowgate.  
 J. & W. Scott, Cowgate.  
 J. Sharp, Miln St. Mill.  
 Shaw, Baxter, & Moon, North Tay st.

Small & Boase, St. Andrew's st.  
 J. Smieton & Sons, Cowgate.  
 David Smith & Son, St. Andrew's st.  
 Stewart Brothers, St. Andrew's st.  
 Storrier, Brough, & Co., Panmure st.  
 Henry Walker & Sons, Panmure st.  
 P. & J. Walker, Murraygate.  
 M. Watt, Coupar's alley.  
 Wybrants Brothers, North Dudhope Works.  
 Young & Macdonald, Queen st.

In addition to the foregoing list there are other manufacturing establishments of linen goods in Fifeshire and Forfar, of which we enumerate the following:—

W. Laird & Co., Forfar.  
 J. Lawson & Co., Forfar.  
 J. Shields & Co., Perth.  
 B. Lumsden & Son, Freuchie (Fife).  
 Wm. Thomson & Son, Strathmiglo (Fife).  
 J. Cusin, jun., Falkland (Fife).  
 Charles Jackson, Falkland (Fife).  
 Lambert Birrell & Co., Auchtermuchty (Fife).

*All information regarding New Firms, Changes of Residence, &c., will be attended to in subsequent editions, if forwarded to the care of*

MESSRS. WHITTINGHAM AND WILKINS,  
 Chiswick Press, Tooks Court,  
 Chancery Lane, London, E. C.



## TRAVEL BETWEEN ENGLAND AND BELGIUM.

### 1.

**B**Y steam from *London* to *Antwerp*. First-class steamers leave St. Katharine's Wharf at noon (twelve o'clock) every Tuesday, Thursday, Saturday, and Sunday. The single fare is 20s. = 5 dols. Return tickets, available one month, 30s. = 7.50 dols.

2. By steam *viâ Harwich* to *Antwerp*. Every Monday, Wednesday, and Friday, special trains between London and Harwich run from the station of the Great Eastern Railway, Liverpool Street, City, at 7 p.m., connecting with the boats which leave Harwich at 9 p.m., the steamer reaching the wharf at Antwerp within twelve hours. First-class fares, 25s. = 6.25 dols. Return tickets, 37s. 6d. = 9.30 dols. The latter are available for two months, with permission to break the journey at Harwich.
3. By rail to *Dover*, thence to *Ostend* by steamer. Two competing lines run between London and Dover, leaving to the traveller the choice to suit his convenience in the selection of the departure station nearest to his residence.

The London, Chatham, and Dover Company start trains at 7.35 a.m. and at 8.35 p.m. from their stations at Victoria and Ludgate Hill, or Holborn.

The South-Eastern Company's trains start at 7.40 a.m. and at 8.45 p.m. from Charing Cross and from Cannon Street.

4. By rail to *Dover*, thence to *Calais* by steamer. The same trains above enumerated take the passengers from London to Dover. From the latter place the Calais and Ostend boats start almost simultaneously.

The route *viâ* Ostend involves a sea passage of not less than four hours. During the winter season considerably more time is consumed, while the transit between Dover and Calais is generally performed within two hours.

From Calais an express train leaves for the Belgian frontier immediately on arrival of the boat, *en route* for Brussels, but the Belgian railway authorities manage to delay the transit over their own lines in a manner to annihilate the advantages gained by the shorter sea passage *viâ* Calais. The trains carrying travellers *viâ* Ostend or Calais arrive at Brussels simultaneously, therefore, the preference given to either route, rests entirely with the passenger, and the indifference with which he regards the risks of sea-sickness.

*Fares. First Class.*

	£	s.	d.	dols.
<i>London to Calais</i> . . . . .	1	10	9 =	7·70
„ to <i>Ostend</i> . . . . .	1	17	6 =	9·38
„ to <i>Brussels viâ</i> Calais . . . . .	2	10	0 =	12·50
„ to „ <i>viâ</i> Ostend . . . . .	2	6	6 =	11·63

5. By rail to *Sheerness*, thence to *Flushing* by steamer, daily except Sundays. Fares: the same as *viâ* Harwich.

BAGGAGE.

If registered on leaving London, passengers' baggage is examined on arrival of the steamer or at the Belgian frontier (Mouscron). The first 56 lbs. are not charged for, but all baggage exceeding that weight must be paid for.

PASSPORTS

are not needed. On stepping ashore travellers are required to give their names and state their nationality to the police officer stationed at the landing-stage.





## BELGIUM.

### ROUTES.

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**B**ELGIUM, established as a European state in 1830, though one of the smallest, is one of the most active and thriving countries of Europe. Upon the north it is bounded by Holland, upon the east by a portion of Prussia, and on the south by France. Its greatest extent, east and west, is about 160 miles, and north and south about 115 miles. The area of the country is 11,366 English square miles. These comparatively straitened limits, however, comprehend within them an industrious, thriving, and contented population, by whom the natural resources of their country have been developed to the best advantage.

The kingdom is divided into nine provinces, the population of which, as given in the official enumeration of December 31, 1866, were as follows: Antwerp 474,145; Brabant, 820,179;

East and West Flanders, 1,441,581 ; Hainault, 847,775 ; Liège, 556,666 ; Limburg, 199,856 ; Luxembourg, 196,173 ; Namur, 302,719—total, 4,839,094.

The ratio of the population of Belgium to its geographical area gives 430 per square mile, showing the kingdom to be more densely inhabited than any other country in Europe. About 58 per cent. of the inhabitants are Flemish, the rest Walloon and French, with rather more than 30,000 Germans in the province of Luxembourg.

Belgium has two considerable rivers, the Meuse and the Scheldt, besides a great number of smaller streams. The whole country is well-watered, and contains a large extent of river-navigation.

#### MONEY.

The currency of Belgium has the same divisions and coins as the French. Their small coins, 5, 10, and 20 centimes, are made of nickel. French, Italian, and Swiss money is current in all parts of Belgium.

#### WEIGHTS AND MEASURES.

The <i>Kilogramme</i> or <i>Livre</i> . . . . .	=	2·20 lbs. avoirdupois.
„ <i>Tonneau</i> . . . . .	=	2,200 „ „
„ <i>Hectare</i> . . . . .	=	2·47 English acres.
„ <i>Hectolitre</i> { Dry measure	=	2·75 imperial bushels.
{ Liquid measure	=	22 imperial gallons.
„ <i>Mètre</i> . . . . .	=	3·28 feet.
„ <i>Mètre Cube</i> . . . . .	=	35·31 cubic feet.
„ <i>Kilomètre</i> . . . . .	=	1,093 yards.

The mineral produce of Belgium is rich and varied, and, next to its abundant agriculture, constitutes the chief source of its national prosperity. The provinces in which these mineral treasures are most abundant are Hainault, Namur, Liège, and Luxembourg. They include coal, iron, lead, copper, zinc, marble, limestone, slate, &c. But most of these products are insignificant compared to the superabundance of coal—from anthracite to the richest gas-coal—and iron, in both of which Belgium ranks next to England.

The quantity of coal exported from Belgium during the past years has exceeded 3 and 4 million tons, and nearly the entire of these exports find a market in France.

1866 . . .	3,971,772	1870 . . .	3,182,150
1867 . . .	3,564,364	1871 . . .	3,682,323
1868 . . .	3,764,502	1872 . . .	4,612,071
1869 . . .	3,591,741	1873 . . .	4,237,996

The manufacturing interest comprises chiefly lace goods; and next in importance are the Belgian fire-arms, with its centre at Liége. The woollen industry is situated at Verviers and the surrounding neighbourhood on the borders of Germany. There are extensive cotton factories at and near Ghent. The linen industry has been for some time on the decline, still, Americans are making extensive purchases of Belgian goods through Paris firms. The product competes favourably, both as regards price and quality, with other countries.

Several thousand hands are employed in nail-making in the Belgian iron districts: wire-drawing is another extensive industry, and it is noteworthy to mention that the best telegraph wire is manufactured in Belgium.

Railroad iron is and has been largely exported to the United States at one time or another, but the supply has been irregular, mainly owing to the circumstance that the rolling mills prefer to make heavy rails, for which a market is readily obtained in other countries, while lighter rails are in demand almost exclusively for the American market.

The paper manufacture of Belgium is worth attention.

Window glass is produced in the neighbourhood of Charleroi, while there are other extensive works for the manufacture of various kinds of glass ware situated on the road between Namur and Liége.

One of the largest iron foundries and locomotive works is that of the Société Cockerill at Seraing.

Several other works of a like nature, and hardly less interesting, are spread throughout the country, in addition to works which supply Russia, Spain, and other countries with railroad cars and other railroad materials.

The following Statement, showing the imports at *Antwerp* of *Cotton* and *Petroleum* during seven years, tends to illustrate the importance of Belgian commerce with the United States.

	1868	1869	1870	1871	1872	1873	1874
	<b>COTTON. (Bales.)</b>						
<b>FROM</b>							
United States . . . . .	1,116	451	2,332	34,808	27,306	23,034	18,796
East Indies . . . . .			19,252	20,553			
Brazil . . . . .	245	5,012	3,513	9,346	14,585	12,666	14,446
England and other ports . . . . .	101,803	94,925	84,393	46,913	81,308	77,995	104,537
<b>Total</b> . . . . .	103,268	103,051	91,198	110,383	144,116	113,731	137,979
	<b>PETROLEUM. (Barrels.)</b>						
<b>FROM</b>							
Philadelphia . . . . .	245,192	221,052	275,988	400,316	287,793	528,331	465,552
New York . . . . .	225,773	334,268	222,461	121,307	162,044	205,074	186,104
Other ports . . . . .	9,997	12,443	9,328	9,328	1,731	2,150	10,489
<b>Total</b> . . . . .	480,962	567,771	507,777	525,368	451,568	735,553	662,145

## ROUTE 18.

## OSTEND TO BRUGES, GHENT, AND BRUSSELS.

78 miles. *Fares, 1st class, 8.65 francs; 2nd, 6.50 francs.*



OSTEND (*Hotels: des Bains, de France, de Prusse, d'Allemagne*), population 18,000. Except as a bathing place, Ostend has few attractions. It is renowned for its oysters, but otherwise the city possesses no commercial importance. The place holds, however, considerable rank in European history.

Leaving Ostend the railroad passes through a fertile, but flat and uninteresting country. At a distance of 14 miles we reach

BRUGES ( $14\frac{1}{2}$  miles), (*Hotels: de Commerce, de Flandres*), population 54,000. It is the chief city of the province of West Flanders, situated at the junction of the Ostend and Ecluse Canals. It is traversed by the latter, which is wide and deep enough for large sea-going ships. It is a very ancient place, and was in the fourteenth and fifteenth centuries rich, flourishing, and distinguished for great luxury. Under the House of Burgundy it became the centre of the commerce of northern Europe. In 1486 it is said to have had 200,000 inhabitants, and that 150 foreign vessels entered its basins in a single day. All this prosperity declined in the civil wars and was finally eclipsed by that of Antwerp. Bruges is an exceedingly cheap place of residence, especially as regards house rent. Its chief manufacture is that of lace. The famous order of the Golden Fleece was instituted here in 1430 by Philip the Good, in recognition of the excellence to which had attained the manufacture of wool.

The city, however, presents at present little or no interest so far as concerns foreign commerce.

Passing several stations of little or no interest we arrive at

GHENT (42 miles), (*Hotels: Royal, de la Poste*), population 130,000. This is the chief city of East Flanders,



situated in a fine plain at the confluence of the Scheldt and the Lys. It is of great antiquity, and under the Spanish dominion was one of the greatest cities in Europe. It early acquired a reputation for its cloths, and retained it until a comparatively late period. Trade and manufactures considerably revived under the government of William I., who was inaugurated here, as King of the Netherlands, in 1815; and in 1830, at the time of the separation from Holland, it was the most prominent manufacturing city in the Lowlands.

*Bankers.*

De Buck van Overstraeten.  
 Plouvier & Dewilde.  
 Verhaege de Naeyer & Cie.  
 Banque de Flandre.

*Vice-Consul of the United States.*

D. Levison.

There is an extensive flax, wool, and cotton trade carried on at Ghent. The cotton mills number in all about 30, working an aggregate of 500,000 spindles. The goods produced here mostly go to Italy and Spain, and some descriptions find even a market in England. The following list embodies the prominent

*Flax and Cotton Factories.*

P. J. Bartsoen.  
 Société La Lys.  
 Société Gantoise.  
 N. Feyerick.  
 Camille De Bast.  
 F. De Hemptinne.  
 Desmet Frères.  
 A. Heyman.  
 Hooreman-Cambier & Fils.  
 J. B. Hosten & Fils.  
 Joseph Levison & Fils.  
 Ferd. Lousbergs.  
 G. vander Heyden.  
 De Smet-Guequier.



Lautens Delise.  
 G. Waroquier.  
 Parmentier, Vanhoegarden & Cie.  
 De Smet & Dehanis.  
 J. De Hemptinne.

The road continues through a fertile district chiefly producing flax and hops, when we reach

ALOST (60 miles), (*Hotel: Pays-Bas*), population 20,000, on the River Dendre. This is a small but very busy and comparatively wealthy city. It is the chief hop market of the district. There are several flax and cotton-spinning and weaving establishments, among which rank the following, viz. :

*Spinners.*

Eliart & Cools.  
 J. B. Jolie.  
 V. Lefebvre.  
 Vander Smissen Frères.

Of linen manufacturers the following may be enumerated :

J. & P. Noël Frères.  
 Emie & Devilder E. Noël.  
 P. Schelkeus.  
 Jacques De Brandt.  
 Banderdoodt Frères.  
 Van Meldert Frères.  
 Van Ghyseghem Dekegel.

After Alost, one more station, that of *Denderleuw*, is passed, when we reach

BRUSSELS, OR BRUXELLES (*Hotels: Bellevue, Flandre, l'Europe, de France, de Suède, l'Univers*), population 180,000. The capital of Belgium. The upper part of the city, consisting of what is known as the Quartier Léopold, is beautifully situated, regularly built, and inhabited by the fashionable world. Many strangers sojourn in Brussels by reason of a reputation it had in former years for cheapness and economy. Those days have gone by, and perhaps, with the exception of house-rent, the cost of living is quite at par with any other city.

Lace making, as a fine art, has its centre in Brussels.

Observation, study, and great experience are required to enable any one to judge correctly the value of lace. And, even with all this, writes an experienced judge, it is much easier to guess or to dogmatise than to *know*. It is certain that without some such qualifications the purchaser is likely to be cheated, unless he feels persuaded that he can implicitly rely on the representations of the manufacturer. No power of eloquence on the part of the latter, however, can explain away broad distinctions of facts, and change bobbin-made lace into needle-made lace. To distinguish point from pillow lace, and the sub-classes of the two divisions, requires much study. These hints will suffice to guard against mischievous representations, and to avoid complaints which are not unfrequent in regard to misplaced confidence.

It is vain to hope to produce lace faithfully with indifferent material or unskilled workmanship. If the thread be an idea coarser or finer, and be a little more or less tightly twisted, if the bobbin weighs but a fraction more or less, the result of the work cannot be satisfactory. Again, if by an unskilled hand the pattern has been pricked, or the design jumbled, with ill-turned corners and with gaping loops, all labour and expense are thrown away, inasmuch as the experienced eye of the purchaser will, in view of the defects, put a proper market value on the article.

There are three kinds of lace:—needle-made, or *point*, cushion-made, or bobbin lace, and machine-wrought. These three kinds are distinct, and must never be confounded. A fourth place might be allotted for *application* laces, in which all three methods are mixed.

*Point* lace is first in order of value, and it is divided into many sub-classes, depending on the variety of design and execution. The grounds of true *point* lace are likewise of distinct kinds. When parts of the design are connected with what appear like small knotted cords—termed *brides* and *picots* respectively—they are the test of a good worker.

The second kind is the pillow, or bobbin-made. As the root of all *point* lace is to be found in needlework, so the root of bobbin lace is found in a braid or plait (*lacet*), made by weaving and plaiting threads fastened to small bobbins.

The work is very laborious. With astonishing rapidity are reproduced small designs of medallions and sprigs, for every one of which many dozen bobbins are kept in motion. It is less artistic, less spontaneous, and is therefore rather less costly.

All technicalities have to be mastered before one is able to judge of lace, and all sub-classes will have to be learnt by the use of the magnifying glass, and by the study of books.

The following firms rank among the principal manufacturers and dealers in lace :

Bôval-De Beck.  
 Brunfaut-Carnaux.  
 Buchholz & Cie.  
 M. Carpentier & Sœurs.  
 Daimeries-Petitjean.  
 Léon Dartevelte.  
 Defooz Frères.  
 H. De Fige-Beuret.  
 Duchêne-Pieron.  
 Duden Frères.  
 Duhayon-Brunfaut & Cie.  
 Julie Everaert & Sœurs.  
 Francfort & Elie.  
 H. Fuêrison.  
 A. Houtmans.  
 Joly & Bambust.  
 Junckers Sœurs.  
 Eugénie Keymolen.  
 J. Lava.  
 Victor Lavalette.  
 D. J. Lemiez.  
 Charles Le Roy.  
 Minne-Dansaert.  
 Normand & Chandon.  
 L. Robyt Fils.  
 P. Rombouts.  
 Schuermans & Cie.  
 J. Strehler.  
 S. Surmont-Everart.

Vandervelden & Cie.  
 Verdé-Delisle & Cie.  
 O. de Vergnies & Sœurs.  
 M. Vinck-Vandensteen.

*Leather Manufacturers and Tanners.*

Quitman Mayer & Cie.  
 A. Masuy.  
 Panvier-Kayser.  
 Priou & Vercammen.  
 F. A. Schmitz & Cie.  
 J. Walsh.  
 A. Boudier, Rue de la Bougie.  
 J. Boudier, 20, Rue Chimiste.  
 P. Hap, Chaussée d'Ellerbeck.  
 J. Houdin, 39, Rue de la Bougie.  
 T. Lebermuth & Cie., 86, Rue des Tanneurs.  
 E. Sablon-Waltens, 51, Rue Chimiste.  
 Pletincx & Cie., 12, Rue du Poinçon.  
 A. Veers Spelmans, 39, Rue d'Artois.

*Glove Manufacturers.*

H. Colin-Renson.  
 E. Jonniaux & Cie.  
 Levy Frères.  
 G. Mommaerts.  
 A. Rousse.

*Toutes rectifications ou changements de domicile doivent être adressées pour la prochaine édition aux soins de*

MESSRS. WHITTINGHAM AND WILKINS,  
*Chiswick Press, Tooks Court,  
 Chancery Lane, London, E.C.*

*Ou à M. ERNEST DE NAVE,  
 Chez M. AUGUSTE ANDRÉ,  
 Anvers.*

## ROUTE 19.

## BRUSSELS TO ANTWERP.

To Antwerp, 27½ miles. Fares, 1st class, 3·50 francs ; 2nd, 2 65 francs.

**L**EAVING Brussels from the Northern Railway Station, we see, on the left (3 miles), the *Palace of Laeken*, a residence of the King of the Belgians. VILVORDE (6½ miles) is noted as the place where Tindale, the translator of the Bible, underwent martyrdom.

MALINES, or MECHLIN (13 miles), (*Hotels: La Grue, de Brabant, St. Jacques*), population 35,500. This ancient and once important manufacturing town, dates from the 5th century. It is the religious metropolis of Belgium, but is no longer known for the manufactures for which it was once famous, except that of lace, which, however, has greatly fallen off of late years. There is, however, another branch of industry which maintains its ancient reputation, that of wood carving ; and purchases may be made much more advantageously than at Brussels, though there is this disadvantage, that the people at Malines cannot afford to keep a large stock on hand, and sometimes take a long time to execute orders.

Passing two stations, Vieux-Dieu and Contich, after 27½ miles' travel, we reach -

ANTWERP (*Hotels: St. Antoine, l'Europe, Grand Laboureur*), population 130,000, the chief commercial city of Belgium, situated at an abrupt bend of the River Scheldt. Its commerce is important and annually increasing. Under the First Napoleon, the city was endowed with extensive docks, originally intended for military purposes. But they have proved a great boon to commerce ; one of the basins covers an area of 18 acres. The harbour of Antwerp is one of the finest in Europe, admitting vessels of any size. From a circular published by M. Aug. André, a ship-broker at Antwerp, are extracted the following regula-



tions to which ship-masters are recommended to give attention:

*Pilotage.*—Shipmasters may take Belgian or Dutch pilots at option; the charge is the same. The first on board has generally the preference. The competition between the Belgian and Dutch pilots affords great advantages to navigation, as the pilots have thereby become more attentive.

*Flushing.*—At the mouth of the Scheldt the sea-pilot leaves the vessel, and the river-pilot comes on board. No entry or visit whatsoever is necessary.

*Quarantine at Doel.*—(Doel, Belgian quarantine ground). Vessels coming from unhealthy or suspected countries are subject either to quarantine or to pass a visit, but vessels coming from other places are not liable to this formality.

*Entry at Lillo.*—(Lillo, the first Belgian custom-house opposite Doel.) Here the custom-house officers come on board; the master has to hand the following documents:—

1. A manifest of the cargo, with the exact number of boxes, bales, casks, cases, and packages, &c., with the marks, numbers, and contents as much detailed as possible.
2. A specification of the provisions, &c., also number of the crew.

The vessel then proceeds for Antwerp with or without a custom-house officer.

*Custom-house Seals.*—On or before entering the docks all hatches and communications with the hold, as well as all packages on deck or in the cabin, are sealed up by the custom officer.

The masters, mates, and crew are enjoined to be very particular that none of the seals get broken, the ship in such cases being subject to heavy fines.

*Water Bailiff.*—A list containing the names of the crew, passengers, and their passports, is handed to him on arrival. Sailors are paid off and shipped before this officer.

*Flag.*—On Sundays and holidays it is customary to have the colours hoisted.

*Brokerage.*—Is fixed by law at 75 centimes per ton Belgian measurement. Commission on outward cargo varies, whether the vessel loads on the berth or is chartered in bulk. Charter-party and stamps ten francs.



*Dock Dues* per ton for vessels of all nations under 100 tons, forty centimes; 101 to 150 tons, forty-five centimes, &c.; 15 per cent. additional on all these rates valid for three months. Vessels remaining above such time in dock pay five centimes per ton and per month.

*Careening Dues*.—Vessels of all nations under 100 tons, sixteen francs per day; 100 to 149 tons, fourteen centimes per ton per day, &c.

*Survey Inward*.—Vessels under 100 tons, fourteen francs; 100 to 199 tons, twenty-five francs, &c.

Draft of water for all class ships:—

PROFORMA ACCOUNT OF PORT-CHARGES FOR A VESSEL  
MEASURING 500 TONS, DRAWING 50 PALMS OR 16 FEET.

	Francs.	Francs.
Pilotage from sea to Flushing (summer wages) . . . . .	—	199·79
Ditto from Flushing to Antwerp (summer wages) . . . . .	—	142·00
Dock dues on 500 tons at 70 centimes per ton, 15 per cent. . . . .	—	402·50
Commercial court for appointing surveyors in- wards (if necessary) . . . . .	14·30	—
Surveyors' fees inwards . . . . .	55·00	—
Depositing surveyor's report of stowage . . . . .	11·50	—
Extending Protest at the Tribunal (if necessary) . . . . .	28·00	—
Bill of health and <i>visa</i> (as required) . . . . .	—	—
Hooking the vessel . . . . .	—	2·12
Pilotage to Flushing . . . . .	—	142·00
Ditto to sea . . . . .	—	121·90
Water bailiff for certificate . . . . .	—	18·00
Advertisements, stamps, manifests . . . . .	20·00	—
Postages and petty expenses . . . . .	—	—
Brokerage at 75 centimes per ton . . . . .	—	375·00
Pilots for mooring the vessel in and out . . . . .	—	4·24
Lights at 6 centimes per ton . . . . .	—	63·49
Ditto floating at 6 centimes per ton . . . . .	—	30·00
		<hr/>
		1501·04

Or, per ton, 3 francs,

Antwerp has the following steamboat communications with other European ports, to wit:—

To BORDEAUX, *viâ* Dunkerque.

To BREMEN, 3 to 4 times per month.

To GOOLE, twice a week, 24 hours, 1st class, 20 sh. = \$5.

To GRIMSBY, twice a week, 1st class, 15 sh.

To HAMBURG, every Saturday, 36 hours, 1st class, 32 sh. = \$8.

To HARWICH (London), 3 times per week. See page 73.

To HULL, twice a week, sea passage 24 hours, 1st class, 20 sh. = \$5.

To LEITH, every Saturday, 1st class, 30 sh. = \$7½.

To LONDON, see pages 73 and 74.

To NEWCASTLE, every Wednesday, 1st class, 20 sh. = \$5.

To ROTTERDAM, Tuesday, Thursday, and Saturday, 6 to 7 hours.

WEST HARTLEPOOL, every Saturday, 24 hours, 1st class, 20 sh. = \$5.

The Transatlantic lines are as follows:—

BRAZIL. Four steamers are running regularly between Antwerp and Buenos-Ayres, Monte Video, and Rio Janeiro, touching at Falmouth. Departure from Antwerp 1st of the month.

	Fares, 1st class—	Francs.	Dols.
Buenos Ayres and Monte Video . . . . .		875	= 175
Rio Janeiro . . . . .		750	= 150

UNITED STATES. Three steamers owned by the Red Star Line are doing alternate service between New York, Philadelphia, and Antwerp; and,

Three steamers owned by the White Cross Line are doing alternate service between New York and Antwerp, viz., the C. F. Funch, Auguste André, Steinman.

*American Consul.*

J. R. Weaver.

*British Consul.*

E. A. Grattan.

The following names are among the most prominent banking and mercantile firms :—

Berdolt & Cie.  
 Joh. D. Fuhrmann.  
 Banque Centrale.  
 Banque d'Anvers.  
 Bunge & Cie.  
 Banque de Paris & Pays Bas.  
 S. Lambert.  
 Leysen, Frères & Cie.  
 Auguste André.  
 Müller, Peltzer & Cie.  
 Falk & Valois.  
 D. Mauroy & Cie.  
 De Clercq Frères.  
 Michiels-Loos.  
 R. & A. Flebus.  
 Ed. Weber & Cie.  
 Maes & Van Liebergen.  
 Hinz & Havenith.  
 Van de Vin & Craen.  
 H. J. A. Telghuys.  
 W. Ronstorff.  
 De Browne, Menzel & Cie.  
 John P. Best & Cie.  
 E. Pecher & Cie.  
 Frères Nottebohm.  
 Louis Lemmé & Cie.  
 Ganz & Mund.  
 Steinman & Ludwig.  
 L. de Terwangne.  
 Graff & Maquinay.  
 Gustave Donnet & Cie.  
 Nyssens Frères.  
 G. & C. Kreglinger.  
 Königs, Günther & Cie.  
 David Verbist & Cie.  
 Corneille David & Cie.  
 C. J. M. de Wolf & Cie.

## ROUTE 20.

## ANTWERP TO ROTTERDAM.

59 miles. *Fares, 1st class, 11.40 francs; 2nd, 9.00 francs.*



HE journey from Antwerp is performed by railway to Moerdyk, and thence by steamer, occupying altogether  $4\frac{1}{2}$  hours.

The route as far as the frontier of Holland, *Esschen* (17 miles), and in fact all the way to Moerdyk, is over a flat and uninteresting country.

The Netherlands Custom House is at *Roosendaal* (23 miles). MOERDYK (36 miles), (*Hotel: Hofman*). Formerly passengers were taken from here by steamer to Rotterdam ( $2\frac{1}{2}$  hours), but a substantial railway bridge now traverses the *Diep*, and, passing through *Breda*, brings us to

DORDRECHT, or DORT ( $49\frac{1}{2}$  miles), (*Hotel: Belle-Vue*), population 26,000, one of the oldest towns in Holland. It was originally the residence of the Counts of Holland, and in 1572 the first meeting of the states-general was held here, at which the independence of the Seven United Provinces was declared. The principal public buildings are the town hall and the old Gothic church, 300 ft. in length and 150 ft. in width. The enormous timber rafts from the Upper Rhine are brought here for sale.

The city is situated upon an island, the great inundation of 1421, in which upwards of seventy villages were destroyed and 100,000 people drowned, having separated it from the mainland.

From Dordrecht the line runs through *Zwyndrecht* and *Ysselmunde*, after which we reach *Rotterdam*.

For description of which see Route 27.

## ROUTE 21.

## BRUSSELS, LIEGE, VERVIERS.

72 miles. 1st class, 9 francs; 2nd, 6.50 francs.



TARTING from the station of the Northern Railway, passing through *Schaerbeek*, and two other unimportant stations, we reach, after 18 miles' travel, LOUVAIN (*Hotels: Suède, Cour de Mons*), population 32,000. This place is said to have been built upon the site of an entrenchment formed by the Normans, and occupied by them for some years as a stronghold. At present it gains importance from its University and ecclesiastical colleges. It possesses a library of 75,000 volumes. The town-hall is very remarkable, in addition to other magnificent specimens of ancient architecture. Louvain possesses, like many other Belgian cities, some important tanneries. The following firms are engaged in that branch of trade:

J. Coetermans.  
 P. D'Averé.  
 A. Delmarael.  
 E. Liberton.  
 Filex Leleux.  
 Linette & Sœurs.  
 Emile Leleux.  
 J. B. Sevenants.  
 E. & H. Vanolasselaer.

Of paper manufacturers the following houses are mentioned:

L. J. Dujardin.  
 A. J. Everaerts.  
 P. Everaerts Fizenne.

TIRLEMONT (39 miles), (*Hotels: Quatre Saisons, Flandre*), population 13,000. The tanneries here are represented by—

G. Laermans.  
 H. Vander Elst-Petit.



In other respects this ancient place has hardly any interest to foreigners in a commercial point of view, excepting, probably, a few flannel factories, represented by the following firms :—

Betz Frères.

Hertoghs Frères.

J. Maes.

Michiels Frères & Van den Berghen.

Passing the small village of Esemael, a few miles beyond, we enter the plain of Neerwinden, where the English and their allies, under William III., were beaten by the French under Marshal de Luxembourg in 1693. The next station reached is

LANDEN (47 miles), the birth-place of Pepin, Mayor of the Palace to Dagobert I., and an ancestor of Charlemagne. The tumulus under which he was buried is still to be seen, and bears his name. An unimportant place situated on the River Beck. Here connection is made for St. Trond (see below) and Maestricht.

Passing through FEXHE ( $52\frac{1}{2}$  miles) we see on the right the Castle of *Bierset*, and reach

ANS ( $57\frac{1}{2}$  miles), standing on an elevation 450 ft. above the Meuse. The descent, for upwards of two miles, is very abrupt, and the cars are let down an inclined plane by cables worked by stationary engines. We next reach

LIÈGE (62 miles), (*Hotels: l'Europe, Suède, Angleterre, Flandre*), population 110,000. The hotels are situated in the heart of the city, at a distance exceeding a mile. For a passing visit it may be found convenient to put up close to the R. R. Depot at the *Hôtel de l'Univers*, a house of moderate pretensions.

This is the capital of the province of the same name, E. by S. of Brussels. It stands in a longitudinal valley, which is traversed by the Meuse. Liège is the Birmingham of Belgium.

Some of the establishments are engaged in different branches of the manufacture of iron, but especially in the production of fire-arms and tools. The establishments for the construction of machinery surpass those of France, and rival successfully with Great Britain. The other principal manufactures are



broadcloths and various woollen stuffs, jewellery, tobacco, carriages, soap, hats, and leather. The trade in all these branches has very little interest at present to American buyers. The following firms represent the principal manufactures at Liège and the immediate vicinity of the city:—

*Gun Makers.*

D. Ancion & Cie.  
 J. S. Armide & Cie.  
 Jh. Arnold Frères.  
 Bayet Frères.  
 Bernard Tambeur.  
 Beuret Frères.  
 H. Bodet & Frères.  
 Ph. Selerin-Bougné & Cie.  
 M. J. Chaumont Fils.  
 Victor Collette.  
 Joseph Colsol.  
 A. Coquilhat.  
 P. Dallemagne.  
 Henrard Dambois.  
 A. & Ch. de Loneux.  
 F. Dewandre Père & Gohr.  
 Dewez-Chaudoir & Delilez.  
 Dresse, Ancion, Laloux & Cie.  
 Drisket & Waroux.  
 Falisse & Trapmann.  
 Auguste Francotte.  
 V. Frankinville.  
 C. F. Galand.  
 J. J. Gerard.  
 Henri Goossens et Fils.  
 Léon Grandjean.  
 V. Gulikers-Maquinay.  
 J. Janssen.  
 Jongen Frères.  
 H. Dobigny.  
 Jh. & N. Lamarche.  
 L. Lambin & Cie.

G. Laport & Cie.  
 Lassance-Rongé.  
 Lebeau Frères.  
 P. J. Lejeune-Chaumont.  
 J. B. Lemaire.  
 A. Lepage & Fechauvet.  
 Lepage Frères.  
 Leruitte & Smeets.  
 Louis Malherbe.  
 Manufacture liégeoise—Directeur, Drissen.  
 P. J. Malherbe & Cie.  
 A. Marnessa.  
 Masu Frères.  
 G. Mordant.  
 Ch. N. Morisseaux.  
 Em. & L. Nagant.  
 Neumann Frères.  
 Albert Paheau.  
 A. Peltzer & S. Dheur.  
 J. A. Petry.  
 Pirlot Frères.  
 N. Plombreur.  
 J. Piron.  
 Renkin Frères.  
 J. Robert & Cie.  
 A. Romedenne & Frère.  
 Ronday Frères.  
 Scholberg & Gadet.  
 S. & E. Smets Frères.  
 J. Streels & Cie.  
 Tanner & Cie.  
 Michel Tambour.  
 Nic. Thonon Frères.

*Chicory.*

J. M. Orban & Fils.

*Nail Manufacturers.*

H. Chaudoir & Fils.

A. Dawans et H. Orban.  
 De Bleret-Dupont.  
 G. A. Maquinay, Père & Fils.

*Blanket and Woollen Manufacturers.*

Ch. Begasse.  
 Henri Dainef.  
 Déchamps-Taziaux.  
 Sarton-Dehasse.  
 Jos. Truillet et Cie.

*Iron Foundries and Rolling Mills.*

Société anonyme de Sclessin.  
 F. Bellefontaine.  
 Société de la fabr. de fer d'Ougrée.  
 Société de Grivegnée.  
 Société de l'Espérance.  
 Grisar-Vanyzulen.  
 J. F. Jowar & Cie.  
 Raikem, Verdbois & Cie.  
 Th. Bellefroid & Fils.  
 L. Berchmans & Fallize.  
 Chs. Léon Pirion.  
 J. G. Buckens.  
 Requite & Peaquier.  
 Chs. Marcellis.  
 John Rose.  
 Ferdinand Gomrée-Walthéry.

VERVIERS (*Hotels: Chemin de fer, opp. R. R. station, Pays-Bas, de Londres, Pommelette*). The population approaches 42,000.

*Bankers:* De Lhonneux, Linon, & Cie.; Defawe Frères; Modera & Cie.; Branch of Banque Nationale.

Extensive factories of various descriptions of woollen cloths. The export to New York, during a prosperous season, reached formerly several millions of dollars. A few of the larger estab-

lishments have branch houses in New York as indicated below, but there are several responsible commission houses through whom purchases can be made; these are:—

D. J. Kretz.  
L. A. Grandjean.  
A. Couvreur & Cie.  
Ed. Péléheid.

There are upwards of fifty cloth factories at and in the immediate vicinity of Verviers, enumerated in part in the subjoined list:—

Biolley Frères & Cie.  
Clément Bettonville.  
A. J. Dehesselle.  
Dicktus-Lejeune.  
L. Doret.  
L. & J. Garot.  
Hauzeur, Fils aîné & Cie.  
J. J. Henrion.  
M. Lahaye & Cie.  
G. I. Laoureux.  
Peltzer & Fils.  
Iwan Simonis.  
I. Tasté.

Immense works have just reached completion to supply Verviers with water power from a water-course called La Gileppe close to the Prussian frontiers. The reservoir is calculated to hold 40 million cubic yards. Verviers is picturesquely situated, and watered by the Vesdre, which forms a tributary to the River Meuse.

A large business is done in wool; and the neighbouring German factories are being supplied through Verviers; the principal firms engaged in this branch of trade are:

Bansa & Cie.  
Paul Dedyn.  
Fischer & Arnold.  
A. Hauzeur & Cie.  
Louis Herck.  
P. H. Olivier.

Genet & Ruhl.  
Langlais Wild & Cie.  
J. Zurstrassen.

English, but especially Scotch manufacturers, are supplied from Verviers with worsted yarns. The value of exports embrace annually several million pounds sterling.

The principal firms supplying these yarns are constantly under heavy contracts; they are the following :

Duckerts-Navaux.  
Hauzeur-Gérard Fils.  
H. Laoureux & Fils.  
Henri Lieutenant.  
Mullendorff & Cie.  
Peltzer & Fils.  
François Voos.  
E. Meunier-Lejeune.

Some of the machine shops have attained a world-wide reputation, among them are the following firms :

Bede & Cie.  
J. Grand-Ry-Kaivers.  
Celestin Martin.  
Neubarth & Longtain.

The immediate neighbourhood of Verviers is studded with woollen factories. Cheap black cloths form the speciality of some, while others produce military cloth, moskows, and other heavy articles, suitable for ladies' cloaks, also fancy trousering, billiard cloths and so forth.

At Dison are found the following :

Bastin-Henrotay.  
Chandelle-Hannotte.  
M. Chatten Fils.  
H. & J. Drèze.  
H. J. Lejeune-Vincent.  
François Lincé.  
F. Hotermans.  
D. D. Mathieu.

Sagehomme-De Baar.  
Winandy-Veuster.

The next important place in the neighbourhood is Ensival among which are foremost the following spinning and weaving establishments :

M. Bertrand.  
B. J. Geury.  
Snoeck & Delabarre.  
Drèze-Piron.  
Emile Hauzeur & Cie.  
Ferd. del Marmol.  
A. Sauvage.

*Tanneries.*

L. Dolne & Cie.  
Henrion & Cie.  
Loos Frères & Cie.  
Van Nietsen & Houben.

Among the tanneries in the neighbourhood are the following :—

L. Bonnelanee . . . . .	at Stavelot.
Brandebourg-Massage . . . . .	”
J. Courtejoie-Ports . . . . .	”
F. Hermans Fils. . . . .	”
A. Massage . . . . .	”
G. Nicolay-Massage . . . . .	”
F. Philipart . . . . .	”
J. Orban-Dumont . . . . .	”
J. Monseur . . . . .	at Theux

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*Anvers.*



## ROUTE 22.

## NAMUR TO CHARLEROI.

23½ miles. Fares, 1st class, 2·90 francs; 2nd, 2·15 francs.

**L**EAVING Namur the line of rail passes through an extremely picturesque country along the banks of the Meuse, abounding with mineral wealth. Leaving several unimportant stations unnoticed, we reach, at about 19 miles' distance,

CHATELINEAU. Here are situated several important rolling mills:—

Société du Phénix.

Société de la Concorde.

The railroad iron produced in these districts is highly appreciated throughout Europe and America. The telegraph wire manufactured by Messrs. Schumacher is acknowledged to be superior to any wire drawn in England. Travelling 3½ miles further, we reach

CHARLEROI (*Hotels: Pays-Bas, Grand Monarque, de l'Univers*), population 15,000. This city should be made the centre of excursions to visit the industrial establishments which surround it. Charleroi having hitherto been limited within the circle of ancient fortification, had no scope for development. Factories and rolling mills were compelled to seek the hospitality of neighbouring villages. All these places are of easy access, either by rail or carriage. Moreover, the various factories are generally found in a cluster, so that not much loss of time is incurred in visiting the outskirts of the city.

The export of coals from the Charleroi districts exceeds three million tons annually. There are numerous establishments for the production of cut and rose nails, vices, screws, crucibles, anvils, chains, tools, and various articles of hardware.

There are rolling mills calculated each to turn out weekly from 500 to 1,000 tons railroad iron. For the most part the larger establishments are worked by joint stocks; several of them subject to a system of syndicate. The agent of this syndicate makes it his business to be on the look-out to secure

large contracts for the benefit of all concerned, *i.e.* each rolling mill undertakes, according to its capability, a pro rata delivery of the quantity contracted for.

There are Government engineers who inspect from time to time the various establishments, and it is not unusual to make contracts subject to the approval of the Government inspector; that is to say, payment for rail is made only on the production of a certificate emanating from the inspector, setting forth that the rails are in every respect those for which the contract stipulates. These certificates are usually grounded on a trial of a given percentage of rails. They are placed on a rest, a weight attached to each end, with the view to ascertain the extent of deflection. From a given height a weight is let down on the middle of the rail to ascertain the deflection in the other sense. The results of these experiments generally determine the grant or refusal of the certificate. But, in the meantime, the Government inspector has at all times ready access to the establishment, for the purpose of satisfying himself during the process of manufacture as to the nature of the raw material. The following rank among the principal establishments in the district of Charleroi:—

*Blast Furnaces and Rolling Mills.*

Société anonyme des hauts fourneaux, usines et charbonnage de Marcinelle et Couillet.	Manager, E. De Smeets.
Société du Lion Belge . . . . .	at Couillet.
Compagnie de laminage du Boimage . . . . .	at Jemappes.
Blondeaux & Cie. . . . .	at Marchienne au Pont.
Bonehill Frères . . . . .	”
Edouard Bonehill . . . . .	”
Société des Zônes . . . . .	”
Société de l'Alliance . . . . .	”
Société de la Providence . . . . .	”
Société des fourneaux de Forêts . . . . .	”
Société de Monceau . . . . .	at Monceau.
Société des forges de l'Heure . . . . .	”
Ballieu & Cie. . . . .	”
E. Constant-Bonehill . . . . .	”
Société Sohier . . . . .	”

Cie. de Laminoirs du Centre Belge . . . . .	at St. Vaast.
Société anonyme de Montigny . . . . .	at Montigny.
Piérard Frères & Cie. . . . .	”
Englebiennet & Cie. . . . .	at Houdeng.
L. A. Debaque & Cie. . . . .	”
Aug Gillain & Cie. . . . .	at Chatelet.
Société Chatelet . . . . .	”
Société de Chatelineau . . . . .	at Chatelineau.

Among the nail and hardware manufacturers the following firms take rank :—

E. Mombel . . . . .	at Cliercq.
Alex. Grégoire . . . . .	at Gosselies.
Jos. Grimart . . . . .	”
J. F. Lebon . . . . .	”
Wiegand & Kattenhoff . . . . .	”
Piron & Bodart . . . . .	”
Becquet Frères . . . . .	”
Auguste Drion . . . . .	”
Grothaus Frères . . . . .	”
François Jacquet . . . . .	”
F. Bayot . . . . .	at Fontaine l'Evêque.
Ghislain Frères . . . . .	”
Semal & Cie. . . . .	”
Mandroux & Cie. . . . .	”
P. C. Montigny & Fils . . . . .	”
Société anonyme (F. Bayot) . . . . .	”
De Hennault & Fils . . . . .	”
Société du Midi . . . . .	at Charleroi.
Société de Clabecy . . . . .	at Clabecy.
Victor Demorbe & Cie. . . . .	at Jemappes.
Société de Hourpes . . . . .	at Thuin.
Fr. Cambier Frères . . . . .	at la Louvière.
Victor Piérard & Cie. . . . .	”

Window glass, crown glass, bottles, and various kinds of fancy glassware, form another extensive branch of industry. The number of furnaces in and around Charleroi exceeds two hundred; of these more than three-fourths were in activity this winter. The following establishments are situated at Charleroi:—

L. Badoux & Cie.		L. Brognon, Lejeune & Cie.
L. Bocous & Cie.		H. & E. Houtart.
V. Brasseur & Cie.		Société de Charleroi.

*Soda and Carbonate of Soda.*

Solvay & Co.

Other firms established in the immediate neighbourhood are enumerated in the following list:—

Bennert & Bivort. . . . .	at Jumet.
Monnoyer, Frères, & Cie. . . . .	”
J. Dessent & Frères . . . . .	”
F. Deulin Père . . . . .	”
Gorinlot, Gilson, & Cie. . . . .	”
Octave Hans & Cie. . . . .	”
Ch. Hansotte & Cie. . . . .	”
Louis Lambert & Cie. . . . .	”
Verreries Nationales . . . . .	”
A. Fagniard & Cie. . . . .	at la Louvière.
Daubresse Frères . . . . .	”
L. Houtart & Cie. . . . .	”
Achille Andris . . . . .	at Lodelinsart.
Bastin & Williams . . . . .	”
J. J. Cornill & Cie. . . . .	”
E. De Dorlodot & Cie. . . . .	”
Ph. Hindel . . . . .	”
A. Morel . . . . .	”
J. J. Devillez & Cie. . . . .	”
Casimir Lambert Fils . . . . .	”
Schmidt Frères . . . . .	”
Léon Mondron . . . . .	”
Schmidt Devillez & Cie. . . . .	”
Isidor Schmidt & Fils . . . . .	”

Desgain Frères . . . . .	at Lodelinsart.
Gobbe Hoquemiller & Cie. . . . .	”
Goffe and Chausteur . . . . .	”
Andris Lambert & Cie. . . . .	at Marchienne au Pont.
Société de Marchienne . . . . .	”
De Looper Haidin & Cie. . . . .	at Gosselies.
Blumberg & Krumm . . . . .	”
Aug. Drion . . . . .	”
François Limelette. . . . .	”
Société des Verreries de Gosselies	”
Mariemont—Sadin, Director . . . . .	at Mekan.
Société anonyme . . . . .	at Jemappes.
Manufacture de Glace de Marais	at Bossu.
Fourcault Frison & Cie. . . . .	at Damprémy.
C. Lambert & Fils . . . . .	”
A. Misonne & Cie. . . . .	”
Schmidt, Devillez & Cie. . . . .	”
Société des Verreries de Courcelles	at Courcelles.
Bougard, Lebrun, & Cie. . . . .	at Roux.
Mayence Dagnelies & Cie. . . . .	”
Jos. Monnoyer & Cie. . . . .	”
Laurent Maiglet & Cie. . . . .	at Binche.

*Bankers at Charleroi.*

- Banque Centrale.
- Banque de Charbons.
- J. & C. Delloye.
- Alf. Eyckhout & Cie.
- Ch. Kustoch & Cie.
- Ghislain, Cahn & Cie.
- Union du Crédit.
- Banque Populaire.



## ROUTE 23.

## BRUSSELS TO ATH AND GRAMMONT.

45 miles. *Fares, 1st class, 5·05 francs; 2nd, 3·80 francs.*  
*To Tournai, 53¼ miles. Fares, 1st class, 5·75 francs; 2nd,*  
*4·30 francs.*



FROM Brussels we pass through Ruysbroek to HAL (9 miles), (*Hotels: l'Univers, Cygne*), population 8,000. Here are located several tanneries, namely:—

C. Carleer.  
 F. Desany.  
 C. Depaume.

After two or three stations of no importance, we reach ENGHEN (18 miles), population 4,000, the seat of the Duke of Aremborg. There are several breweries, and the people are occupied in various branches of manufacture in flax, lace, &c. The next place is

ATH (33½ miles), (*Hotels: Cygne, Paon d'Or*), population 9,000.

*Flax and Sewing-Thread Spinners.*

Decamps.  
 Wanters Decamps.  
 Ritter & Cie.

Ath is situated on the line of railway running to the French frontiers connecting with Calais. On this line, distant from Ath 22 miles, is situated

TOURNAI (*Hotels: Bellevue, Impératrice, Singe d'Or*), population 32,000. The tapestry and carpet manufactures of this place have a large and well-merited reputation. Woollen, linen, and cotton dress goods as well as hosiery, are here produced. The following firms are engaged in these various branches of industry:

Masquelier-Delchambre.  
 Paul Dumortier & Fils.  
 Manufacture Royale de tapis et filature de laine.



Vansprangh & Michel.  
Verdure-Berge.

*Tanneries.*

A. Delueste-Cherqueforze.  
Devaux-Renard.  
Dorp & Grymonirey.  
Heldenberg & Couckx.

Leaving Ath, we pass through Papignies, Lessines, and reach

GRAMMONT (45 miles), (*Hôtel des Bains*), population 8,000. Built on a slope, at the foot of which flows the Dendre. There are tanneries and breweries, but the chief industry centres in the manufacture of black lace. The following are among the principal establishments:—

Byl Frères.  
N. Byl-Crusener.  
J. B. Colas & Fils.  
P. Delestré.  
C. D'Hont.  
P. J. Dierycx.  
G. Ghyslerecht.  
Sœurs Jouret.  
Veuve Leclercq.  
Lepage-Kina.  
Veuve J. Mallet.  
Pacquay-Deruyter  
Saligo Van den Berghe.  
V. Silva.  
Stocquart Frères.  
Van Belleghem-Lepage.  
Van Caezeele & Cie.  
G. Van Combrugghe.  
Van Varemberg.  
Vansteen-Damme.  
H. Willcox.

## ROUTE 24.

## GHENT TO COURTRAI.

27 miles. *Fares, 1st class, 5·20 francs; 2nd, 3·90 francs.*

**F**ROM Ghent we pass successively through a number of uninteresting places, a flat but exceedingly well-cultivated country. The stations are numerous—Deurle; Waereghem (19 miles); Haerebeke—until we reach

COURTRAI (27 miles), (*Hotels: du Nord, Armes de France*), population, 20,000. Well built, handsome streets, and several prominent edifices, with numerous factories of woollen and cotton goods, cambrics, gingham, &c. The linen goods, damask, table linen, &c., are of great repute, and the following names are among the principal houses engaged in the various branches:—

Felix Lava.  
 Libert & Cie.  
 Loquet & Cie.  
 Aug. Menard & Vertbois.  
 Felix Raikem & Sœur.  
 F. Roclands.  
 Schorils-Mesquelié.  
 Truffant-Vervée.  
 J. C. Vanackere.  
 H. Vanbrabander.  
 J. Vandal-Crombet.  
 E. Van den Bulke.  
 F. van Liere.  
 Van Tieghem & Cie.  
 Evan den Bughe.  
 Verhoost Frères.  
 Grymonprez & Casse.  
 P. Verriest.

Beck, Père & Fils.  
 Liebert Berlemont.  
 Boutry van Isselstein & Cie.  
 Felix Bulli.  
 J. M. & E. Catteau.  
 Paul Carette.  
 H. Comer & Cie.  
 L. Crombet.  
 Crumbet-Felhæn.  
 De Beer & Destoop.  
 J. Debhaut.  
 A. De Jaeghere & Bruneel.  
 Ernest Denys.  
 H. Deroubaix.  
 De Salmon Frères.  
 J. B. De Surmont.  
 D. Devertel.  
 C. Devos & Herrinkie.  
 Ernest Dewitte-Visage.  
 Janssens Frères.  
 Janssens Verecruysse.  
 Victor Lagae & L. Carton.  
 E. Devellère.  
 Diagre, Leuridan & Cie.

From Courtrai the railroad to Ypres (about 20 miles) continues through Ingelmünster to

ROULERS (14 miles), (*Hotels: Duc de Brabant, Saumon*); population, 12,000; situated on the Mandel, a cheerful-looking well-built place, with a large trade in butter and flour. There are several manufacturers of linen and cotton goods, named as below. The rural population of the entire district is engaged in the manufacture of linen and other goods, which are brought to market here.

Degryse Facou.  
 Delabeau & Cie.  
 Horrie & Demeester.  
 Janssens & Deblauwer.  
 Latour van Isacker.

Lenoir Delaere.  
Plaisance & Cie.  
Société Linière de Bruxelles.  
Stock Frères.  
Taul Verlinde.  
P. Vaubessien.  
Vaudamme Frères.  
Van Gheluwe-Lenoir.  
Van Maele Frères.  
Verburgh van den Berghe.  
Vervaecke-Vandekerkhove.

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## ROUTE 25.

## ANTWERP, ST. NICHOLAS, AND GHENT.

32 miles ; Fare, 1st class, 4.50 fr. ; 2nd, 3 francs.



HE railway leading to Ghent is situated on the opposite bank of the River Scheldt. Starting from what is known as the *Tête de Flandre*, the road passes successively through *Zwyndrecht*, *Beveren* and *Nieuwerkerken* ; thence it reaches

ST. NICHOLAS (12 miles), (*Hotels : Flandre, Quatre Sceaux, Pomme d'Or*), population, 22,000.

*Bankers.*

Verwilghen-Wauters & Cie.

Here is the centre of the Belgian flax trade, and there are likewise important manufactures of linen goods, shawls, and dress stuffs. The following firms are engaged in these various branches of manufacture :

P. Decock.

J. F. Decuyper.

P. J. De Haes.

De Maere & Fils.

De Maeschalk Frères.

De Scheppers & Fils.

De Wolf & Esprit.

Fremaux de Cock.

Gevaert & Van Craenenbrock.

Heyndrickx-Demare.

Huybrechts Frères & Sœurs

Janssens-Dedecker.

Meert de Schepper.

Aug. Mesot & Cie.

Nys & Casteels.

Reychler van der Stallen.

Rodrigo-Heyvaert.

Rombaut-Kokkelbergh.  
 Ruys van Damme.  
 Simais de Merlier.  
 Staes & Denis.  
 Van Bel de Grave.  
 Van den Boschcap & Fils.  
 Van den Broeck & Co.  
 J. Vanderstallen-Desaeter.  
 H. & G. Vandionant.  
 Van Eyck de Block.  
 L. Van Haelst.  
 A. Van Landeghem.  
 C. Van Messeche-Borré.  
 Van Wittoberghe-Vanhese.  
 Vere Canteren-D' Kaenens.  
 E. Verellin Rodrigo.  
 Chas. Verendonck & Hochsten.

Leaving St. Nicholas, the next place of interest is—

LOKEREN (20 miles), (*Hotels: de la Poste, Quatre Saisons*), population, 20,000. Situated on the River Durme, which communicates with the Scheldt. There are numerous small factories of linen goods, stuffs, and dress goods, but hitherto they have attracted little or no attention for exportation.

The road continues through *Biervelde* and *Loochristy*, a very thriving district, chiefly flax-growing, and reaches


GHENT (*Hotels: Royal, Poste, Vienne*), population, 125,000. Further details are found on reference to Route No. 18.



## ROUTE 26.

BRUSSELS TO NAMUR, ARLON, LUXEMBURG  
AND TREVES.

169¼ miles; 1st class, 22·95 francs; 2nd, 17·45 francs.

HE great Luxemburg Railway runs from Brussels through La Halpe, and affords us a general view over the battle-ground of Waterloo. We then reach

OTTIGNIES (15 miles), the seat of a company possessing large works for the manufacture of railroad materials and rolling stock

Connection is made here with the lines to Louvain, Charleroi, and Mons. The next station is

MONT SAINT GUIBERT (17½ miles). There is a large paper mill and glass works, also a manufactory of hosiery owned by

P. & T. Latour.

We next reach

GEMBLoux (24 miles), with several tanning establishments, among which are the following:—

Draye François.

Ch. Robert.

Robert-Losin.

A. Drasye.

F. Mathieu.

There is at Gembloux an agricultural college, under the direction of M. Ph. Lejeune, supported by the Belgian Government. It is an excellent institution, and has shown some very remarkable results.

Passing several other stations of no note, we enter several deep cuttings, then, proceeding across the fine valley of the Sambre, reach

NAMUR (34 miles), (*Hotels: Harscamp, Hollande, Belle Vue*), population 20,000, situated on the line of railroad which connects Paris with Belgium.

*Bankers:* De Lhonneux Linon & Cie.

Various branches of industry prosper at this city, notably cutlery. An important glass factory, represented by Mr. Dummler, the managing director, exports much of its produce to New York. The establishment was formerly known as "*La Société d'Herbatte*," but has latterly been united to the establishment of L. Zoude & Cie., at whose factory are produced various articles of porcelain, glass, and crystal.

Paper, especially printing paper, is manufactured by L. Godin & Fils; one of the principal New York dailies was for a time printed on paper supplied from here. There are several marble quarries, coal and iron mines in the immediate vicinity of Namur, to wit:

Dohet & Cie. (*Société du Château*).

Dejardin, Lefer & Cie.

From Namur a railway branches off by Dinant and Givet (French frontier) to Mezières-Charleville and SEDAN. Distance from Namur to Sedan about 65 miles.

From Namur we pass on through a succession of charming views to

CINEX (53 miles), formerly a Roman station, in the neighbourhood of which many of the most interesting objects in the Namur Museum have been found.

We shortly afterwards reach JEMELLE (71 miles), where a cave is to be seen called the *Grotte de la Wammé*. Passing numerous small stations, we reach

ARLON (118½ miles), (*Hotels: du Nord, l'Europe*), population 5,700. This is the chief town of Belgian Luxemburg. Here are several tanneries, namely:—

H. Keiffer.

J. B. Staudl.

Staudl-Gilles.

Felix Steinbach.

Staudl Bidaine.

The intermediate stations after leaving Arlon are not of any importance until we reach

LUXEMBURG (137 miles), (*Hotels: Cologne, l'Europe, Luxembourg*), population 15,000. Capital of the Grand Duchy, 115 miles W.S.W. of Frankfort-on-the-Maine. Its natural position is strong, and its means of defence as a fortification were considered next to Gibraltar.

It has manufactures of wax, several distilleries and breweries, tanneries, dye-works, &c., and a trade in gold and silver wares, honey, wine, vinegar, hosiery, and glove manufactories.

In the latter branch the following firms are engaged:—

J. Gehlen.

A. Charles & Cie.

G. Mayer.

Leaving Luxemburg, we proceed for some distance along the bank of the Sure to its confluence with the Moselle at Wasserbillig. Crossing the Sure at this point, we reach the frontier of Prussia.

At *Igel*, about six miles from Treves, there is a remarkable quadrangular Roman obelisk, upwards of 70 feet in height.

TREVES (*German Trier*), 169 $\frac{1}{4}$  miles (*Hotels: Trierscher Hof, Das Rothe Haus*), population 23,000. Situated in a luxuriant valley surrounded by vine-clad hills, on the right bank of the Moselle, here crossed by an ancient Roman bridge nearly 600 feet long, 57 miles S.W. of Coblenz.

The manufactures consist of woollen and linen cloth, fancy leather, carpets, porcelain, soap, glue, leather, tobacco, and refined wax, and the trade, for which the Moselle affords great facilities, is chiefly in the above articles of manufacture, and in fruit and wine.





## THE NETHERLANDS.

### ROUTES.

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**H**OLLAND is the general denomination of the countries comprising the Lowlands ; it is, however, improperly applied, as it refers only to the two provinces, North and South Holland.

The Netherlands are bounded by the German Ocean in the north and in the west ; on the eastern frontiers by Germany ; and in the south by Belgium.

The kingdom consists of eleven provinces, namely :—Brabant, Guelderland, North and South Holland, Zealand, Utrecht, Friesland, Overyssel, Groningen, Drenthe, and Limburg. To this must be added, though possessed of a separate administration, the Grand Duchy of Luxemburg, formerly included in the Germanic Confederation. The entire population, including Luxemburg, exceeds four millions. The area of the Netherlands comprises 12,410 square miles ; Luxemburg, 1,055 square miles.

### MONEY.

For some time past the Government has contemplated a change from a silver to a gold standard, and it is fully antici-

pated that the isolated position in which the country is now placed will bring about this change sooner than was hitherto anticipated, and that the new system will be an assimilation to that of France.

The currency is at present divided in guilders or florins of 100 cents. There are silver coins of  $2\frac{1}{2}$  florins, 1 florin, and  $\frac{1}{2}$  florin. The equivalent of a florin is currently taken at 2 francs = 1s. 8d. = 40 cents American currency. Gold pieces circulate of the value of 10 and 5 florins respectively, but they are not generally current beyond the frontiers of the Dutch kingdom.

#### WEIGHTS AND MEASURES.

The French metrical system has been in operation for some years, but with the view to avoid confusion, the law admits the faculty of using, for a term of years, the new denominations side by side with the old. They are as follows:—

The <i>Kilogramme</i> (Pond)	. =	2·205 lbs. avoirdupois.
„ <i>Metre</i> (El)	. =	3·231 imperial feet.
„ <i>Kilometre</i> (Myl)	. =	1,093 yards, or nearly 5 furlongs.
„ <i>Are</i> (Vierkante Roede)	=	119·6 sq. yards, or 024·6 sq. acre.
„ <i>Hektare</i> (Bunder)	. =	2·47 acres.
„ <i>Stere</i> (Wisse)	. =	35·31 cubic feet.
„ <i>Litre</i> (Kan)	. =	1·76 imperial pints.
„ <i>Hektolitre</i> (Vat)	. =	22 imperial gallons.

The commercial interests of the Netherlands are mainly dependent on the intercourse with the Indian colonies. The import trade with other countries, excepting the trade in cereals, is comparatively of small importance.

Among exports the staple articles consist in butter and cheese, as well as live stock, and for all these commodities the English markets offer the chief outlet. Numerous lines of steamers between London and the northern ports of England connect with Rotterdam, Harlingen, and other Dutch ports, the tables of navigation showing that the first-named port alone is visited annually by more than two thousand British steamers, with an aggregate tonnage of more than one million.



The staple manufactures comprise cotton, linen and woollen goods, coarse carpets, &c. The paper industry is in a very flourishing condition. Refined sugar, however, has hitherto been the most prominent feature. Nearly one half of the production is shipped to England; the Mediterranean and Eastern markets (Constantinople) are next in importance, and large quantities find their way to South America. The distilleries of alcoholic drinks and liqueurs find an outlet in every market of the world.

The fisheries, chiefly herrings and anchovies, are of great importance.

The abundance of commercial wealth of the Netherlands is amply illustrated by the fact that its citizens are subject to the heaviest burden of taxation. The national debt, calculated *per capita*, exceeds that of Great Britain, and yet there are few or no visible signs of abject poverty.

*All information respecting new firms, change of residence, or other business information for subsequent editions, should be addressed to the care of*

Messrs. WHITTINGHAM AND WILKINS,  
Chiswick Press, Tooks Court,  
Chancery Lane, London, E.C.

Or to

Messrs. NIJGH AND VAN DITTMAR,  
Rotterdam.

## ROUTE 27.

## ROTTERDAM TO AMSTERDAM.

52 miles. *Fares, 1st class, 4·20 guilders; 2nd, 2·10 guilders.*



DETAILS of the travel between Antwerp and Rotterdam have been given under the head of Route No. 20.

ROTTERDAM (*Hotels: New Bath, Pays-Bas, Victoria*), population, 123,000. Situated near the confluence of the *Rotte* with the *Meuse*. The city is intersected with canals, communication between the various sections being maintained by means of drawbridges. Along a handsome quay, called the "*Boompjes*," vessels are seen loading and discharging; but, Rotterdam being distant from the seaboard about 14 or 15 miles, the port proper is Browsershaven. Extensive works, however, are in course of construction, by means of which the troubles and anxieties connected with the present circuitous and expensive route to reach Rotterdam will be avoided. A steamer approaching the harbour now by Hellevoetsluis, or the Voorne canal, averages about six hours from the roadstead at Hellevoet to Rotterdam, whereas the new cut, the works now under construction, will reduce the transit to about two hours. Great hopes are entertained that a depth of 20 feet at low water will be attained, and that the new cut, when fairly established, will enable large sea-going vessels to avoid the expensive routes *viâ* Browsershaven and Hellevoetsluis. These obstacles once removed will place Rotterdam merchants in a more equitable position to compete with the Hanseatic and other Northern ports.

*American Consul.*

F. Schütz, Esq.

*British Consul.*

Sir R. Turing, Bart.

Among the principal banking houses rank the following:—

Bank van Rotterdam

Chabot & Ledebœr

R. Mees & Zoon

Wed. B. Polak & Co.

J. Havelaar & Zoon

J. de Jong & Zoonen

Moses Ezechiels & Zoon

*Produce and Commission Merchants* are comprised in the following list:—

Cruys, Van Casteel & Knight	Dunlop, Mees & Co.
Chabot Gebroeders	Dutilh & Co.
Mees & Moens	A. C. Fraser & Co.
Breukelmann & de Monchy	O. Grausberg
M. & R. de Monchy	Paul Grausberg & Co.
Outshoorn & v. d. Held	A. Hartevelt & Co.
Geo. W. Koning & Co.	A. van Haabooken & Co.
Pfitzner & Co.	C. L. Hollert & Kolff
C. G. van der Hellen & Co.	L. Hoyack & Co.
F. Hoffmann & Zoon	Kreglinger & Co.
M. H. Salomonson	J. Laming & Co.
Pistorius & Recker	P. J. Lucardie & Zoon
Gerbaulet & Co.	Moens & Kolff
Bos van Maanen & Cie.	Erven I van Nelle
H. Bernoye van Ryckevorsel	Philippi & Co.
A. F. Ebeling & Co.	Van Roosem & Co.
Van Overzee & Co.	Pluygers & Co.
Thorman & Co.	Schleicher & Kemff
Vink & Co.	Schleussner & Stängli
Vlierboom and Suerman	W. Schöffers & Co.
Suermondt & Co.	A. F. Sölling & Co.
D. H. & W. Pompe	E. Suermondt Zoonen & Co.
Kedyk & Pincoffs	F. van der Vynen & Co.
Bezier Jonkhym & Co.	Westplate & Gleichman
Betz & Jay	Jos. de Kuyper & Zoon
Bonke & Co.	A. J. van Ordt, Zoon & Co.
Thos. Brown & Son	Rochusen & Pit
Wilh. Bunge & Co.	Thooft & de Kuyper
Burlage & Veder	Turing & Co.
Bus & de Critter	Van Vollenhoven & Co.
Dorrepaal, Loopuyt & Co.	Jan Van Wageninge & Zoon
Van Dulken, Van Dorp & Co.	

On leaving Rotterdam the first station is

SCHIEDAM (3 miles), (*Hotel: Hulsinga*), population, 17,500. This place is rendered famous by its manufacture of alcoholic drinks, distilled mainly from barley and seasoned with juniper

berries, whence is derived its name "*Jenever*" or "*Genever*" (gin), but generally known as Hollands, or Schiedam Schnaps.

There are upwards of 400 distilleries; we enumerate a few of the most prominent in the following list:—

J. A. J. Nølet	J. J. Melchers W. Zoon
C. Meyer & Co.	Wenneker & Co.
D. Visser & Zoon	A. Schuneer
Schade & Buysing	A. J. Walraven & Zoonen
P. Melchers	P. Loopuyt & Co.
Ths. Heyligers & Zoon	G. A. J. Beukers
A. Houtman & Co.	Geo. Kramers
P. Hoppe	A. van der Elaast
E. J. T. Brands	J. F. Beukers
S. Rymbende & Zoon	<i>Aromatic Snapps Distillery.</i>
F. C. Elast	F. C. Melchers
J. J. Meden & Zoon	

The next station is

DELFT ( $9\frac{1}{2}$  miles), (*Hotel: Schaap Den Bolk*), population 23,000. A quiet place, destitute of all commercial importance, though at one period it was renowned for its pottery and porcelain manufactured here. A single establishment remains to represent former celebrity.

Leaving Delft we pass the station of *Rijswyk*, where, in the year 1697, the celebrated Treaty of Peace was concluded between England and all the Continental powers. This treaty ceded Alsace to France. We now proceed to

The HAGUE ( $14\frac{1}{2}$  miles), (*Hotels: Belle Vue, l'Europe, Vieux Doelen Paulez*), population 93,000. This is the capital of the Netherlands and seat of the Government. The principal streets are wide and straight, and are paved with light coloured bricks joined together with great nicety. The largest street, called the "*Voorhout*," lined with trees, contains a succession of fine buildings, but the most attractive part of the town is one of the public squares called the "*Vijverberg*." The city depends for its prosperity almost entirely on the Court and nobility, having no trade and few manufactories. The environs are covered with handsome country seats. A palace called "*Huis ten Busch*" (House in the Wood), the residence

of the Queen, is situated one mile to the north of the city, the drive to it being through a magnificent grove. The building is plain, but its interior handsomely fitted up, and well worth a visit.

Passing a few unimportant stations we reach

LEYDEN (24 miles), (*Hotels: Verhaaf de Gouden Leeuw, Smits de Zoon*), population 40,000. An ancient and one of the most interesting cities, full of historical recollections. Its university is celebrated. It has a Museum of Natural History, an Egyptian Museum, and a rich collection of Japanese curiosities. Many celebrated Dutch painters, among others Rembrandt, were born at or near Leyden. The next important place is

HAARLEM (42 miles), (*Hotels: Funckler, Gouden Leeuw*), population 33,090. The great attraction is its world-renowned organ, in the Groote Kerk (*St. Bavo*). It has 5,000 pipes and 60 stops. It was built in 1738, and was for a long time considered the finest in the world, though the pipes of those at York and Birmingham are larger, and the organ at Freyburg (in Switzerland) is considered superior in tone. It is played on Tuesdays and Thursdays between 1 and 2 o'clock. At other times the organist requires a fee of 12 guilders—£1—and the blower 1 guilder.

There are many signs of commercial prosperity. Several cotton mills:

T. Wilson.  
Prévinaire & Cie.

There are other industries, and in addition to cotton, the manufacture of silk and linen goods is successfully carried on. Coach-builders, tobacco, and paper factories are prospering.

Leaving the city the line of rail runs along the Haarlemer Polder. In the 15th century a great part of the country near Haarlem was flooded, and an area about 33 miles in circumference was submerged. Draining operations were commenced in the year 1840. Dykes were constructed round the lake, and a canal formed outside them, into which the water was pumped by three enormous engines, and carried to the sea. These operations commenced in 1849, and the bed of the lake was finally drained in 1853. It is now one of the most



fertile districts in Holland. We proceed for some miles through a region of sluices, dykes, and windmills, and arrive at—

AMSTERDAM (52 miles), (*Hotels: AMSTEL, des Pays-Bas, Oude Doelen, Old Bible, Central*), population 285,000. The largest city of the Netherlands, situated at the confluence of the Amstel with the Ij, or Y, an arm of the Zuyder Zee. The greater part of this city is built on piles driven to a depth of 40 or 50 feet. A large semicircular moat runs round the site of the old walls, now converted into promenades, and five canals, which supply all the rest, describe, in the interior of the city, five parallel curves; while, by the intersection of its canals, Amsterdam is divided into 95 small islands, which are connected together by 600 bridges, the whole giving to the plan of the city a resemblance to an open fan. It is from 8 to 9 miles in circumference. Amsterdam contains 34 churches and 7 synagogues.

Among the many industries which, it may be assumed, must prosper in a large city, the most noteworthy is diamond cutting and polishing. The importance of these establishments is so great that the diamond trade throughout the world has for a long period been almost monopolized, or, at least, been controlled to a very large extent, by Amsterdam firms.

The following are prominent in this branch of business:—

D. & J. Mendes.	Nieuwe Kaisergracht,	434
W. & J. Jitta & Zoonen.	„	437
E. Goudsmit.	„	463
J. & M. Dusseldorp.	Heerengracht,	35
Benten & Zoon.	„	438
M. Sanders.	„	248
W. Kluitjemar.	„	463
Van Raalte & Cie.	Ljgracht by de Peper St.,	51
M. J. Roosen & Zoon.	Amstel by de Joden St.,	756
B. & L. M. Arons.	Weesper Straat,	28
L. M. Sloog.	Zwanenburgwal C.,	367

The diamond industry affords occupation to about 10,000 workpeople, the majority of them being Israelites. Since the discovery of the Cape Mines in 1870, wages of operators



at the factories have gradually risen to enormous and unprecedented rates. The present earnings are computed as follows:—

Splitters can earn 1,000 to 1,500 florins weekly.

Cutters           "           100   "   150           "

Polishers         "           130   "   200           "

The value of a florin is 1*s.* 8*d.* sterling, or 40 cents. American gold.

Many workmen have amassed fortunes; they are now dealing in raw diamonds and preparing them for the market on their own account. It is well known, and rather a remarkable fact, that no diamonds could be purchased at the Amsterdam factories, but that hitherto all dealings were transacted through agents resident in Paris or, in a few cases, in London. The movement on the part of the workmen is threatening to revolutionize the trade, and to make Amsterdam rather than Paris the great centre of dealings in diamonds. As a rule these workmen undersell Paris from 5 to 10 per cent., and this fact has attracted the attention of many purchasers, who formerly relied exclusively on the Paris market.

The only bank of issue in the kingdom is:

De Nederlandsche Bank.

Of other banks and banking firms the following are noteworthy:—

Amsterdamsche Bank.

Banque de Paris et des Pays-Bas.

Nederlandsch-Indische Handelsbank.

Surinamsche Bank.

Nederlandsche Credit en Deposits Bank.

Tweentsche Bank Vereeniging.

Alstorpius & van Hemert.

Assens & Zoonen.

Becker & Fuld.

J. Cahen.

Determeyer Weslingh & Zoon.

Goll & Co.

Hope & Co.

Holländer & Lehren.

Ketwich & Voombergh.

Lippmann, Rosenthal & Cie.  
 Lueden and van Geuns.  
 Nypels & Cie.  
 Raphael & Cie.  
 Wertheim & Gompertz.

The principal mercantile firms and commission houses are comprised in the following list:—

I. H. Schuimer & Zonen.  
 Bause & Stolte.  
 Plate & Boissevin.  
 Deichmann & Vom Rath.  
 L. Hoyack & Cie.  
 Klinge & Crol.  
 B. H. Schröder & Cie.  
 Kaupe & Wilde.  
 Bunge & Cie.  
 Blaauw & Cie.  
 W. Beckeringh & Zoon.  
 Cramerus & Cie.  
 Eltzbacher & Cie.  
 Herschel, Enthoven & Cie.  
 Insinger & Cie.  
 Kreglinger & Cie.  
 Lütgens & Henny.  
 Mauser & Geilinger.  
 F. C. Quiem.  
 Edward Rose.  
 Van Eeghen & Cie.  
 Wüste & Hintze.

American and British shipbrokers are represented by the following firms:—

A. Vinke & Cie.  
 Thomas Breuker.

*Consuls.*

American Consul	.	.	Chas. Mueller.
Official residence	.	.	8, Fredericksplein.
British Consul	.	.	J. G. Newenham.
Official residence	.	.	Heerengracht LL 171.

The pivot of trade and commerce rests to a very large extent on the relations with the Dutch colonies in the East, notably the Island of Java; and again, these relations are controlled somewhat by a powerful corporation, of which some interesting details are given in the subjoined statement:—

THE DUTCH TRADING SOCIETY.

This corporation, known as: *De Nederlandsche Handel Maatschappy*, or simply as the "*Maatschappy*," was instituted in 1824, under the reign of King William I. It received a charter for a term of twenty-five years, which since then has been twice renewed for a like term of years; its continuance having each time previously been determined by a majority of the votes of the stockholders in general meetings (1847 and 1871). The present charter, therefore, expires December 31st, 1899.

The seat of the corporation is at Amsterdam; its government is entrusted to thirteen commissioners, one of them being an appointee of the king, and twelve elected by the stockholders. The administration consists of a president, two (at least) directors, and a secretary.

The object of the society when founded, was to endeavour to revive Dutch trade, which at that period (1824) was at a very low ebb. On receiving the royal assent it was made a special and distinct condition that the society should never embark in speculation on a grand scale, but that it should strictly adhere to the original proposition, namely, to promote the interest of Dutch commerce. Under the provisions of the charter it was stipulated that the corporation should protect the interest of the country in general, and encourage and render assistance to trade in every conceivable manner; and furthermore, the corporation is bound to act in the capacity of pioneer for opening new channels of commerce, and to keep them open, even at the risk of incurring heavy sacrifices. And, it need hardly be added, heavy losses have frequently occurred.

Another stipulation of the original charter compelled the corporation to invest ten million guilders in  $3\frac{1}{2}$  per cent. bonds of the Dutch national debt. As already stated, it had

to desist from all kinds of speculation, whether in merchandise or public securities. Again, the charter includes a prohibitory clause, in virtue of which the society can own neither ships nor real estate; nor is a proprietorship admissible in warehouses, docks, or stores.

On the other hand the corporation has enjoyed, and enjoys to this day largely, the patronage of the National Government in conducting all colonial and other transactions appertaining to a commercial character, notably the buying and selling of all commodities. A given commission of 2 per cent. is paid by the government on all transactions in charge of the society. This stipulation has been renewed under a recent act of the Dutch Legislature; it took effect January 1st, 1875.

The reports issued by the corporation tend to show that the commissions earned under the provision aforementioned slightly exceeded the sum of twenty-nine million florins during the period of 1850-1870.

The profit and loss account during those two decades is reported to have stood as follows:—

	Florins.
Profits from 1850 to 1870 . . . . .	83,569,168·39 $\frac{1}{2}$
Losses „ „ „ . . . . .	23,970,288·75 $\frac{1}{2}$
Showing a net profit of . . . . .	<u>59,598,879·64</u>

Or say, in round numbers, £4,678,000 = \$23,840,000

The yearly dividend distributed by the society to its stockholders has averaged 7 $\frac{3}{4}$  per cent.

The manufacture of sugar has recently been given free in the possessions of Java and the Dutch archipelagoes. This measure has caused a large falling off in the Government patronage, and consequently lessened considerably the earnings of the corporation. The managers have since then endeavoured to make good the deficiency thus incurred by importing produce from other countries, and by attempting to open new channels of commerce. Thus they have embarked in the cotton trade, and with the view of establishing a market in Holland for this staple, as well as to render home industry independent of the Liverpool market, the

society have turned their attention to direct importations of American and East Indian cotton.

The shares of the society are frequently subjected to large and rapid fluctuations. The ups and downs in the produce markets affecting the society's operations, are naturally food for outside speculators, and thus a fine field of action is open to stock gamblers.

The operations of this powerful trading institution serve, as may be readily conceived, as a stimulus to the mercantile navy of Holland. The produce imported by the society is, as a rule, disposed of by auction. There are periodical sales of sugar, spices, &c., &c., and twice a year large auctions take place of coffee. These sales attract orders from abroad, and tend to favour speculative operations, which, in their turn, afford ready employment for the capital of Dutch bankers, and throw a vast amount of business into the hands of commission houses.

Amsterdam is under a disadvantage in being dependent as an outerport on Nieuve Diep, but extensive works are in course of construction, which will enable ships drawing 18 feet water to reach the city through the canal. These works are nearly completed.

The following statement shows the approximate expenditure incurred by a vessel of about 300 tons discharging at and clearing from the port of Amsterdam.

300 tons are equal to 158 lasts or 316 Dutch tons, with cargo in and out.

The value of a florin or guilder is equal to 1s. 8*d.* sterling, or 40 cents American currency.

	Florins.
Pilotage in and out . . . . .	200·00
Lock dues and canal charges in and out . . . . .	84·00
Measuring vessels . . . . .	18·00
Harbour and port dues . . . . .	27·00
Quay dues . . . . .	13·10
Permit to consume provisions free of duty . . . . .	5·00
Clearance and expenses, fees, and gratuities . . . . .	38·00
	385·10



For vessels arriving from the Mediterranean, the lock and canal dues are double the above ; the port money and clearing a trifle more.

Tonnage dues are abolished throughout Holland since January 1, 1865. Wages low and provisions cheap.

*All changes or corrections relating to the foregoing should be addressed for the use of subsequent editions to the care of*

*Messrs. WHITTINGHAM AND WILKINS,  
Chiswick Press, Tooks Court,  
Chancery Lane, London, E.C.*

*Or to Messrs. NIJGH AND VAN DITMAR,  
Rotterdam.*



## ROUTE 28.

## ROTTERDAM TO COLOGNE.

168½ miles. *Fares, 1st class, 10·25 florins; 2nd, 6·45 florins.*



NOTHING of interest is noticeable on the road, the first station being:—

GOUDA (13 miles) (*Hotel: De Zalm*), population 15,500. Situated on the Yssel, which connects by means of canals with the Rhine and the Meuse.

Cheese, produced in the neighbourhood, and known as "Gouda cheese," is exported from here; Swiss and English makes of cheese are imitated, but in quality remain far behind the real article; still they are good and lower priced.

Another source of industry consists in the manufacture of clay pipes, made from the deposits of the muddy river. They have a great reputation, as well as the bricks known as "*Dutch clinkers.*" We next reach

WOERDEN (23 miles). A small uninteresting place. Population, 4,500. The scenery offers nothing remarkable; canals and windmills alternate, but the country assumes a more cheerful aspect as we near

UTRECHT (33 miles), (*Hotels: Pays-Bas, Kasteel van Antwerpen*), population 62,000. On the confluence of the Vecht with a branch of the Rhine. This place, like Rijswick, is rendered historical by the conclusion of a Treaty of Peace (1713). The National Observatory and the Mint are established here.

Leaving Utrecht, the road runs through a well wooded district, and reaches

ZEIST (40½ miles), the station for *Driebergen*, situated a short distance from the line. It is the centre of a small Moravian colony. Passing successively through Maarsbergen, Veenendaal, and Ede, glimpses are obtained of the Rhine as we approach

ARNHEIM (68 miles), (*Hotel: Pays-Bas*), population 34,000. On the slopes of a range of hills. A clean and prosperous place, but trade is mostly of local interest. The surrounding district is exceedingly picturesque, and studded with numerous villas and park residences of wealthy Dutchmen.

We pass several stations, the last on the Dutch side being :—

ZEVENAAR (77 miles), and enter Prussian territory at ELTEN (82 miles).

Here connection is made for Cleve and Crefeld, thence to Cologne and Aix-la-Chapelle; continuing the direct route, we pass successively the following stations :—

EMMERICH (87 miles), (*Hotels: Royal, Holland. Hof, Nederland. Hof*), population 10,000. A fortified city.

The next station is

WESEL (105½ miles), (*Hotel: Dornbusch*), population 15,000. There is considerable trade here, mostly of a local character, or confined to transit and forwarding business. From here we reach

OBERHAUSEN (124 miles), situated on the Cologne-Minden (Berlin) Railway.

From here we proceed successively through DUISBURG (129 miles), and DÜSSELDORF (144½ miles) to Cologne. For details relating to the German portion refer to Route No. 33, under head of Germany.

## ROUTE 29.

## AMSTERDAM TO EMDEN.

174 miles. *Fares, 1st class, 13 florins; 2nd, 9.85 florins.*



N the foregoing route has been described the travel between Holland and the German frontier in a southern direction. Railroad enterprise has opened another route, which formerly was accessible only by watercourses, to reach northern Germany. The travel by rail from Amsterdam connects at Emden (province of Hanover) with the German network *viâ* Hamm and Bremen.

From Amsterdam the railroad runs in one and a quarter to one and a half hours to

AMERSFOORT (29 miles), (*Hotel: Wapen van Utrecht*), population 13,000. There are a few cotton factories here, producing goods suited for the Dutch colonies in the Indian archipelagoes.

The next important station is

HARDERWIJK (46 miles), (*Hotel: de la Paix*), population 6,000. We then reach

ZWOLLE (60 miles), (*Hotel: Nieuwe Keizerkroon; Zeven Provinciën*), population 22,000. Here again are several cotton goods factories and Turkey-red dying establishments, also tanneries, and various branches of industry. A line of rail branches off to Kampen. Leaving Zwolle, and passing several unimportant stations, we reach

MEPPEL (92 miles), (*Hotel: Heerenlogement*), population 8,000. A manufacturing place; chiefly sailcloth.

The next important place is

GRONINGEN (140 miles), (*Hotels: Doelen, Nieuwe Munster*), population 40,000. A shipping port, from which travel may be continued *viâ* Delfzyl by boat to Emden. Distance from Groningen 30 miles, traversed in about five hours from

EMDEN (*Hotels: Weisses Haus, Goldene Sonne*), population 13,000. The routes from here to Bremen, Hanover, Berlin, are given under the head of "Germany."

# GERMANY.

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ERMANY, as at present constituted, comprises twenty-six Federal States, bounded on the north by the Baltic, Denmark, and the North Sea; on the west by France, Belgium, and the Netherlands; on the east by Austria and Poland; and on the south by Austria and Switzerland.

These countries cover an area of 212,091 square miles, with an aggregate population of about 41,000 souls. The boundaries embrace 600 miles of latitude, with about 700 miles of longitude. Excepting the territories of the three Hanseatic cities, the greatest density of population per square mile is in the kingdom of Saxony, namely, 375. In Alsace and Lorraine it is 279; in Prussia, 180; while the average of the Empire shows a density of 193 inhabitants per square mile.

The following table enumerates the various States forming the German Empire, with the area and population, according to the latest census:—

	Square miles.	Population.
1. Prussia . . . . .	137,066	24,043,902
2. Bavaria . . . . .	29,347	4,824,421
3. Wurtemberg . . . . .	7,675	1,778,479
4. Saxony . . . . .	6,777	2,423,586
5. Baden . . . . .	5,851	1,434,970
6. Mecklenburg-Schwerin . . . . .	4,834	560,618
7. Hesse . . . . .	2,866	823,138
8. Oldenburg . . . . .	2,417	315,622
9. Brunswick . . . . .	1,526	302,792
10. Saxe-Weimar . . . . .	1,421	283,044
11. Mecklenburg-Strelitz . . . . .	997	98,770
12. Saxe-Meiningen . . . . .	933	180,335
13. Anhalt . . . . .	869	197,041
14. Saxe-Coburg-Gotha . . . . .	816	168,735
15. Saxe-Altenburg . . . . .	509	141,426
16. Waldeck . . . . .	466	56,809
17. Lippe-Detmold . . . . .	445	111,352
18. Schwarzburg-Rudolstadt . . . . .	340	75,074
19. Schwarzburg-Sondershausen . . . . .	318	67,454
20. Reuss-Schleiz . . . . .	297	88,097
21. Schaumburg-Lippe . . . . .	212	31,186
22. Reuss-Greiz . . . . .	148	43,889
23. Hamburg . . . . .	148	305,196
24. Lübeck . . . . .	127	48,538
25. Bremen . . . . .	106	109,572
26. Alsace-Lorraine . . . . .	5,580	1,597,219
Total . . . . .	212,091	40,111,265

With the exception of the Hanseatic cities, Hamburg and Bremen, all the German States, in their commercial relations,



are subject to laws and rules emanating from the *Zollverein*, or Customs League. The privilege conceded to Hamburg and Bremen, declaring them to be "free ports," permits these cities to remain "outside the common line of customs," and thus enables them to participate largely in the world's commerce without being subjected to the trammels of red tape.

There is not in Germany, as in most other countries, a centralization of commerce or manufacture. We have already stated elsewhere that in France, for instance, a purchaser knows that silk goods can be purchased at Lyons, while the ribbon trade is almost confined to the city of St. Etienne, and whatever other manufactures are scattered over France, they are invariably represented in Paris. This is hardly the case in Germany—hence the necessity of travelling all over the country to supply one's wants. This is unavoidable. There is to a certain extent an attempt at centralization in Berlin, where many houses are represented by their agents, but it is doubtful whether the purchaser does not find it to his advantage, rather than give out orders through an intermediary, that he should visit the manufacturing centres. It has been our endeavour to limit the journeys into the country, and to class them into a few routes. It has been our aim throughout to curtail travelling as much as possible. There is another exception, that of the fairs held at the city of Leipzig, where twice a year the representatives of manufacturing firms assemble for the transaction of business.

#### WEIGHTS AND MEASURES.

The Metric system is now in force throughout Germany; the equivalents are the same as in France.

The <i>Kilogramme</i> or 2 lb. (Pfund)	=	2·205 lbs. avoirdupois.
„ <i>Centner</i>	=	110 „ „
„ <i>Litre</i> (Maas).	=	1·76 gallons.
„ <i>Mètre</i> (Staab)	=	3·28 ft. or 39·37 in.
„ <i>Kilomètre</i> .	=	1,093 yards.
„ <i>Meile</i> (7,500 <i>mètres</i> )	=	4 miles 1,056 yards.



## MONEY.

A law for the uniformity of coinage has been introduced, but its provisions did not come into force till January, 1876, hence there is a good deal of confusion. Therefore it will be useful to consult the following table, giving the equivalents of the old denominations.

The <i>Thaler</i> , of 30 <i>Groschen</i> . . .	=	3s. 0d. or 69 cts.
„ <i>Gulden</i> , or florin, of 60 <i>Kreuzer</i> . . .	=	1s. 8d. „ 40 „
„ <i>Mark Current</i> of Hamburg . . .	=	1s. 3d. „ 29 „
„ <i>Mark Banco</i> of Hamburg . . .	=	1s. 6d. „ 34½ „
„ <i>Reichs Thaler</i> of Bremen . . .	=	3s. 4d. „ 76½ „

The new denominations comprise :—

The *Mark* of 100 Pfennige, equal to about 1s. or 25 cents.

The coinage comprises gold pieces of 20 marks, 10, and 5 marks; and silver pieces of 1, 2, and 5 marks.

For practical purposes the 20 mark piece serves as an equivalent of one sovereign, or 5 dollars American gold. 6⅔ thalers of the old coinage being reckoned as 20 marks or 11 fl. 40 kr., South German currency, 16 marks 10⅔ sch. of Hamburg and 6⅔ thalers of Bremen currency.

*Alle Firmen Veränderungen oder sonstige Auskünfte, für die nächste Auflage bestimmt, werden der Redaction unter nachstehender Adresse zugestellt:—*

Messrs. WHITTINGHAM AND WILKINS,  
Chiswick Press, Tooks Court,  
Chancery Lane, London, E.C.

Oder an d'Herrn MAX FRIEDLÄNDER,  
2, Scharren Str.  
Berlin, C.

## ROUTE 30.

## PARIS TO AIX-LA-CHAPELLE.

262½ miles. *Fares, 1st class, 47·65 francs; 2nd class, 35·80 francs.*



FROM the station of the Northern Railway the train passes through ST. DENIS (4½ miles), then CHANTILLY (24 miles), and reaches the first stopping place at

CREIL (31 miles), in the immediate neighbourhood of which are extensive quarries, which furnish Paris with building material.

At *Pont-St.-Maxence* (38¾ miles) we see the château of the celebrated geologist, the Comte de Verneuil; to the northward, about one mile and a half distant, is the *Château de Villette*. The next station is

COMPIÈGNE (53 miles), (*Hotels: La Cloche, de France*), population 12,510, occupies an agreeable situation on the left bank of the Oise, 1½ miles below its confluence with the Aisne. THE PALACE was originally a royal hunting seat. The existing structure was erected during the reigns of Louis XIV. and his successors. It has been a favourite residence of Napoleon III. The Park is extensive, and adjoining the gardens is a beautiful forest, extending over 30,000 acres. It was at the siege of Compiègne in 1430 that the Maid of Orleans was taken prisoner.

At *Noyon* (68 miles), (*Hotel: du Nord*), population 6,350, is a beautiful cathedral, commenced in the twelfth century, and a handsome Hôtel de Ville, completed in 1523. This town was the birthplace of John Calvin.

TERGNIER (82½ miles). Here is a stoppage of fifteen or twenty minutes, and a hot dinner or breakfast is served at the refreshment rooms. The place is well kept and highly recommended. The next station is

ST. QUENTIN (97 miles), (*Hotel: du Cygne*), population 33,000. There are extensive cotton factories here. Most of

the firms are represented at Paris by agents; nevertheless, a description of the place and the names of the most prominent manufacturers will be found by reference to Route 42, under the head of France.

At BUSIGNY (113 miles) a branch line goes to *Somain*, connecting Douai and Valenciennes.

LE CATEAU (118 $\frac{3}{4}$  miles) is noted as the place where the treaty of 1595 was signed between Philip II. and Henry II. of England. It was the head-quarters of the Duke of Wellington, on the march from Brussels to Paris, in 1815. There are very extensive coal mines in this district.

LANDRECIÉS (126 $\frac{1}{4}$  miles) is a fortified town on the Sambre.

Also MAUBÉUGE (142 $\frac{3}{4}$  miles), (*Hotels: Grand Cerf, du Nord*), population 11,000. It was formerly the capital of Hainault, and the scene of many contests between the French and the Spaniards. The last station on French territory is

JEUMONT (148 $\frac{1}{2}$  miles), and we here enter the kingdom of Belgium, the first station being

ERQUELINES. The Belgian Custom House officers are less polite than those of neighbouring countries, and become exceedingly arbitrary when the traveller gives the slightest provocation. However, baggage registered through to Germany is not examined here. Still, travellers are subjected to the annoyance of leaving their seats and to submit to a detention varying from fifteen to twenty minutes, during which time they are cooped up in an ill-ventilated refreshment room.

The next station is

CHARLEROI (177 miles), situated on the Sambre. There are extensive iron works, coal mines, and glass factories around the district.

For description see Belgium, Route 22. Between Erquelines and Charleroi the railroad crosses the river Meuse and reaches

NAMUR (200 miles), (*Hotel: de Bellevue*). For description refer to Route 26 (Belgium), as well as for information respecting the following places at which the train stops after leaving Namur, viz.:—

HUY (209 miles).

LIÈGE (227 miles). (See Route 21.)

PEPINSTER (239½ miles).

At the latter place a branch turns off to

SPA, one of the fashionable watering places of Continental Europe. Leaving PEPINSTER we pass through ENSIVAL and reach

VERVIERS (241 miles), an important manufacturing station. There is another vexatious delay here, and travellers are again compelled to leave the train. There is, however, a respectable refreshment room, in fact, the only one where, on the Belgian railroads, a decent meal is obtainable. (See Route 21.)

A few miles further, at Dolhain, we leave Belgian territory and enter Prussia proper, the frontier station being

HERBESTHAL. The examination of baggage is merely of a nominal character, the custom officers being extremely civil, and evidently instructed to avoid unnecessary trouble to through travellers. The officers' conduct strangely contrasts with their neighbouring colleagues.

At Herbesthal a line branches off to

EUPEN (*Hotels: Engel, Reinartz*), population 14,000. Large factories of woollen cloths, trousering, &c., are situated here. The following firms are among the most prominent:—

Ackens, Grand, Ry & Co.

Pet. Fremerey.

J. J. Grandjean.

Sternickel & Gülcher.

Franz Hendrichs.

Hüffer & The. Losen.

J. F. Mayer.

Eug. & Gust. Peters.

Leonh. Peters.

From Eupen a diligence runs daily to Montjoie and Malmédy. The first-named place is situated at a distance of 12 miles, the latter 18 miles from Eupen.

There are woollen factories, and likewise numerous tanneries. The speciality of these establishments comprises for

the most part sole-leather. The following firms are engaged in the manufacture of woollen goods:—

J. W. Jansen	at Montjoie.
Joh. H. Elbers	”
Mathias Nickel	”
M. W. Muller	”
Ludwig Christoffel	”
L. Scheibler Sohn	”
L. Anthony	at Ingenbroich.
Joh. Menzerath	”
Jos. Dombret	at Malmédy.
Joh. Menzerath	”

The list of tanners and leather dressers of the district comprises the following names:—

Jos. Doutre-le-pont	at Malmédy.
N. J. Charlier	”
Fried. Lang & Co.	”
Jos. Lejeune	”
Fr. Massange	”
Fr. Borner	”
Max Mostert	”
Emile Steissel	”
Eugene Villers	”
Jos. Dorifat	”
W. Weber	at St. Vith.
Jac. Lorent	”
Albert Buschmann	”
Wilh. Lorent	”
F. A. Strasser	at Schönberg.
Klein & Marichal	at Weismes.

After leaving Herbesthal we cross the valley of the Geul, passing again through a series of tunnels, and travelling over an exceedingly interesting tract of country we reach Aix-la-Chapelle.



## ROUTE 31.

## AIX-LA-CHAPELLE TO COLOGNE.

43 miles. *Fares, 1st class, 7.50 marks; 2nd class, 5.50 marks.*



AIX-LA-CHAPELLE (German: Aachen), (*Hotels: Grand Monarque, Nuellens, Jügel*), population 80,000. Pleasantly situated 500 feet above the sea-level, in a rich valley watered by the Wurm. As the chief station of the Belgo-Rhenish Railway, connecting with Antwerp, Ostend, and Cologne, it affords an extensive mart to the commerce of Prussia. The city has always been eminent for its manufactures, especially for woollen cloth. Pins and needles form other branches of trade, which are largely increasing. Its carriage makers are likewise in high repute. The other manufactures are carpets, oilcloth, leather, watches, &c. There is also a pretty large wholesale wine trade. The celebrity of the place is historical.

The following firms are among the most prominent cloth manufacturers:—

H. J. Beckers.  
 J. A. Bischoff Söhne.  
 Jos. Bruch & Co.  
 Wilh. Bücken.  
 Cahen & Oppenheimer.  
 Julius Collette.  
 G. H. & J. Cröon.  
 Rud. Daubenspeck & Co.  
 L. Dechamps.  
 P. L. Delhaes.  
 C. Delius.  
 Arnold Deutz.  
 M. & W. Diepgen.  
 Doerner & Büning.  
 J. & H. Eichengrün.  
 Pet. Ervens.



H. & J. Fey.  
Friedr. Franckenhoff.  
Gust. Gründgens.  
J. van Gülpen.  
Friedr. Hertzog.  
Gebr. Hirtz.  
Friedr. Hocks.  
Gebrüder Janssen.  
Edm. Jungbluth.  
Wilh. Keill.  
Joh. Heinrich Kesselkaul.  
Joh. Wilhelm Klinkenberg.  
Wilh. Kuetgens & Söhne.  
M. Lemmens.  
Gebr. Leruth.  
P. & J. Lingens.  
Jacob Lippmann.  
Albert Lob.  
Joh. Fr. Lochner.  
Gebrüder Lörsch.  
N. Marx & Söhne.  
F. & M. Meyer.  
Otto Peltzer & Co.  
Carl. Nellessen, J. M. Sohn,  
Nickel, & Müller.  
Niederheitmann & Buchholz.  
Godefroy Pastor.  
J. M. Polis Sohn.  
Prömper & Stox.  
J. H. Savelsberg.  
N. Scheins & Reiss.  
Schöller & van Alpen.  
Herm. Stercken.  
Gebrüder Thywissen.  
Friedr. van Zütphen.  
Wagner & Sohn.  
Siegfd. & Ed. Waldthausen.  
Rob. Waldthausen.

Another branch of industry in this city which enjoys great prosperity is the manufacture of pins and needles. The produce of Aix is thus much appreciated, that English firms are in the habit of contracting at Aix-la-Chapelle for articles, which are put up with English tickets, and exported as British manufactured goods. The firms manufacturing both pins and needles, as well as fancy goods, glass buttons, &c., are the following:—

H. F. Neuss.  
 S. Beissel Wittwe & Sohn.  
 Geo. Printz & Co.  
 C. J. Lejeune.  
 F. Schumacher.  
 Jos. Zimmermann.  
 R. L. Gatzweiler.

Wire drawing and the manufacture of carding for cotton and wool is successfully carried on here. Some of the makes enjoy a special reputation among German spinners; the firms engaged are:—

Joseph Casalette.  
 Gillet & Delilleux.  
 A. Heusch & Söhne.  
 Schmitz & Marx.  
 Nickhorn & Sohn.  
 T. A. Leclerc.  
 C. von Guaita.  
 Gebrüder Kern.  
 Lorenz Jecker.

Kid gloves are manufactured and exported to New York and other transatlantic cities; the make being of superior quality. The manufacturers are:—

J. & A. von Berlo.  
 Arnold Foerster.  
 J. Kremer & Co.

There are a number of establishments for the construction of machinery and tools; the factory of Wiesenthal & Co., is largely engaged in the construction of telegraph lines.

*American Consul.*

Emory P. Beauchamp.

In immediate proximity to Aix-la-Chapelle is the city of BURTSCHIED (*Hotel: Rose*), population 6,000. With extensive manufactures of woollens and cassimeres.

In fact both cities may be regarded as one, though they form two separate boroughs, governed by distinct municipalities. In both cities there are hot mineral springs, greatly appreciated in chronic diseases, gout, and rheumatism.

The following are cloth manufacturers:—

Gebr. Deutz.  
 Friedr. Erkens.  
 Joh. Erckens Söhne.  
 Gust. Gründgens.  
 F. L. Haas & Söhne.  
 Gust. von Halfern.  
 Aloys Johnen.  
 Lamberts & Schmitz.  
 J. G. Merckens.  
 Reinders & Co.  
 Salm. & Zander.  
 Wilh. Schunk.  
 J. A. Strom, Hchs. Sohn.  
 A. Thywissen & Hertzog.

There are a few factories of woollen beyond the outskirts of the city of Aachen, among them the following:—

L. Lynen-Dumont, at Stolberg.  
 Lamberts & Gilgand, at Soers.  
 G. Startz, Leonard Sohn, at Cornelymunster.

STOLBERG (6½ miles), (*Hotels: Hissel, Welter*), is the next station after leaving Aix-la-Chapelle; there are extensive mines producing lead, zinc, and silver, and employing more than 10,000 labourers. The neighbourhood is literally studded with factories. We next come to

ESCHWEILER (8 miles), (*Hotel: Traube*), population 9,000, at the confluence of the Inde and Dente, nine miles from Aix-la-Chapelle.

It has extensive malleable ironworks and rolling mills, a large machine factory, and manufactures of woollen cloth, oil-cloth, velvet and silk, needles and ironware, lace, vitriol, vinegar and leather, glass works and smelting furnaces. Calamine and lead are mined in the vicinity, and at some distance are extensive coal works.

The iron industry is represented by the following firms:—

E. Hoesch & Söhne.  
 Leguis, Servais & Co.  
 H. Gräser Jun.  
 Englerth & Cünzer.  
 C. A. Weber & Brauer.

DÜREN (20 miles), (*Hotel: Bellevue*), population 10,000. On the right bank of the Roer, sixteen miles E. by N. of Aix-la-Chapelle. Has important manufactures of woollen cloths and woollen covers, paper, leather, sheet iron, cast iron and steel ware, numerous brandy distilleries, and an important trade in corn and cattle.

Woollen manufacturers:—

Draemann & Peill.  
 Leopold Schöller & Söhne.  
 Joh. Pet. Schöller.  
 Poll & Co.  
 Fr. Schöller & Prym.

Needle, &c., manufacturer:—

Carl Schleicher.

The paper manufactories at and near Düren are the following:—

E. Hoesch & Schleicher, at Düren.  
 Gebrüder Schmitz                    ,,  
 Gebrüder Frantzen                    ,,  
 H. A. Schöller Söhne                 ,,  
 Gebrüder Hoesch                     ,,  
 Ph. Strepp at Creutzan.  
 Gebrüder Boltersdorf at Creutzan.  
 Herm. Werner at Langerwehe.  
 Jos. Katterbach at Knippmühle.

At a distance of 19 miles from Düren is situated another important place for the manufacture of woollen cloths; it is

EUSKIRCHEN. The place is situated on a line of railroad running through a range of hills known as the Eifel. The following are the names of manufacturing firms:—

Gebr. Abs.  
 Heinrich Baum.  
 H. Bergrath.  
 Franz Breuer.  
 Pet. Jos. Dieck.  
 J. J. Faber.  
 Gebr. Fischer.  
 Jac. Heimbach.  
 J. J. Mayer.  
 Jos. Schiffmann.  
 Schiffmann & Ruhr.  
 Math. Weber Söhne.

#### CUCHENHEIM.

A. Könen Söhne.

Proceeding from Düren the rail continues through a flat, but fertile country till it nears

COLOGNE (*Hotels: Disch, du Nord, Mainzer Hof, Holländischer Hof, de Vienne*), population 130,000, capital of Rhine province. It stands close upon the river, and is connected with the town of Deutz, on the opposite side, by a bridge of boats, and a standing railroad bridge. The object of greatest interest in the town is the cathedral.

The manufactures consist chiefly of cotton yarn, woollen stockings, tobacco, soap, hats, lace, and the celebrated eau-de-Cologne, of which there are no fewer than thirty different manufacturers.

There are, besides, some tanneries, distilleries, and fifteen sugar refineries. Its commerce is considerable and improving, having a good port on the Rhine. It is the principal *entrepôt* of the corn, wine, and oil trade on the river, and has active commercial relations with the Netherlands and Germany. Four railroads branch out from Cologne, first:—to Aix-la-Chapelle (as described in the foregoing pages);

a second *viâ* Dusseldorf to North Germany; a third through Cassel to the North; and a fourth, on the south, leading to Frankfort, and connecting Austria, Switzerland, &c.

Cologne is rendered famous through the manufacture of scented water. There are upwards of thirty or forty manufacturers. The majority of them trade under the style and firm of "*Farina*," most of them laying claim to the title of Jean Maria Farina.

As the wine regions commence soon after leaving Cologne, the following statistics furnished by the British Consul are worthy of note.

The produce of a full vintage along the Rhine and the Moselle have been estimated as follows:—

	GALLONS.
District of the Rhinegau . . .	2,250,000
„ the Palatinate . . .	27,500,000
„ Hesse and the Nahe . . .	8,500,000
„ the Ahr . . .	1,300,000
„ the Moselle . . .	9,600,000
	<hr/>
Total . . .	49,250,000

These estimates are, of course, to be considered as approximate, and are probably somewhat exaggerated, inasmuch as the entire produce for 1874 did barely reach a total of thirty-two million gallons. It is calculated that this quantity represented a value of nearly four millions sterling, or twenty million dollars American currency.

The culture of the vine has been very much extended, and is constantly increasing, and nowhere in the world are the vines more carefully cultivated than on the Rhine and the Moselle. The wine-growing districts enjoy an unusual degree of prosperity compared with former years, all that has been said to the contrary notwithstanding. As a rule, wine growers are given to complain. They assume that they are rarely repaid for their pains and the hard labour which the culture demands; yet it seems that for any deficiency in quantity they are generally more than compensated by the higher prices they are annually realizing for their produce. The



results of the year 1874 have served to amply illustrate these views.

The price of wine in most districts is fixed at per *stück*; while in other places it is regulated per *fuder*.

A "stück" is equal to about 265 gallons.

A "fuder"                   ,,                   215   ,,

*United States Consular Agent.*

G. Hoelsher.

*British Vice-Consul.*

J. W. Hellmers.

#### ROUTE 32.

#### AIX-LA-CHAPELLE TO CREFELD—RUHRORT.

65 miles. *Fares, 1st class, 8.50 marks; 2nd, 6.40 marks.*



N leaving Aix-la-Chapelle the first station is RICHTERATH, where connection is made for Maestricht, thence to Antwerp. Continuing the route we reach

HERZOGENRATH (8 miles), and passing through several other thriving, though for our purpose unimportant, stations, we reach

RHEYDT (34½ miles), (*Hotel: Krüsemann*), population 16,000. There are cotton, woollen, silk, and velvet factories, the firms of which are enumerated as follows:—

- C. C. Bang.
- Reinh. Klingelhöfer.
- Gebr. Lohr.
- J. H. Peltzer & Söhne.
- Otto Naber.
- W. Von Hagen.
- W. Dilthey & Co.
- C. Tillenberg.

O. & F. Zartmann.  
 Joh. Junkers.  
 Zartmann Gebrüder.  
 I. H. Pferdemeniges & Sohn.  
 Lamerz & Schmitz.  
 J. P. Junkers Söhne.  
 Goeters Söhne.  
 Joh. Mühlen & Co.  
 Heynen & Wienandts.  
 Adam Heck.  
 J. P. Kropp.  
 W. Sanders.  
 Wienandts & Achter.  
 Gebrüder Jbels.  
 Leopold Neuhaus.  
 Junkers & Co.  
 A. Bresges, C. Sohn.  
 August Dittges.  
 Bitter & Moorkramer.  
 Heynen & Co.  
 A. Daniels (Spinnerei).  
 Gebrüder Mühlen & Co.  
 P. A. Giessen Söhne.  
 A. Oechselhäuser.

We next reach

**GLADBACH** (38 miles), (*Hotel: Herfs*), population 32,000. Also called München-Gladbach, in order to distinguish it from another place named Gladbach, near Cologne. Manufactures—cotton and mixed cotton goods, common and white leathers, and numerous spinning mills. Agreeably situated on a height above the Niers, 16 miles west of Dusseldorf.

The following are manufacturers and export houses:—

Franz Brandts.  
 Max. Ercklentz & Co.  
 Gebrüder Busch.  
 Gebrüder Croon.  
 Ercklentz & Reuter.  
 Görtz & Kirch.

Peltzer & Droste.  
 W. Schlieffhorst & Brüel.  
 Bötterling & Schultze.  
 Emil Brandts & Co.  
 Carl Brandts.  
 Friedr. Wolff.

The following are cotton spinners :

Busch & Hoffmann.  
 A. Lamberts, C. Sohn.  
 M. Lamberts & May.  
 Gebrüder Croon.  
 F. Klauser.  
 Gladbacher Spinnerei.  
 J. H. Horn.  
 F. Haardt & Co.  
 J. H. Greven.

Leaving Gladbach we reach

VI E R S E N (43 miles), (*Hotel: Hilgers*), an important manufacturing station for silk goods and velvets. The manufacturers are the following :—

Fried. Diergardt Nachfolger.  
 Lingenbrink & Vennemann.  
 Dürselen Gebrüder.  
 C. Langen  
 Konnertz-Hötges.  
 Henry Houben.  
 Schaub & Heckmann.  
 F. W. Greef.  
 Pickhardt & Schiffer.  
 Gebrüder Weyer.  
 Chr. Mengen.  
 Kreuels & Better.  
 Lingenbrink & Schiffer.

The line crosses the Northern Canal, a work which was commenced by the first Napoleon, whose genius conceived the idea of uniting the Rhine with the Meuse. The next station is—

ANRATH (47 miles), a small place, where the following firms are engaged in the manufacture of silks and velvets :—

Jammers & Co.  
Jammers & Seufgen.

The entire district is engaged in the manufacture of silk and mixed goods, and we come now to the most important centre of enterprise, viz. :—

CREFELD (53 miles), (*Hotels: Wilder Mann, Hilgers*), population 60,000. A well-built city, situated in a fertile plain; it ranks next after Lyons in importance in the manufacture of silks and velvets.

The following are among the principal firms :—

Audiger & Velder.  
G. Bäumer & Co.  
P. Audiger & Wolf.  
Cd. & Hch. von Beckerath.  
Jacob v. Beckerath, Johs. Sohn.  
Beindorff & von Beckerath.  
E. Blankenstein.  
Blasberg & Gärtner.  
J. Bongardt, jun.  
W. Borbach.  
P. Bovenschen Söhne.  
Bretthal & Co.  
H. vom Bruck Söhne.  
F. J. Casaretto.  
De Greiff & Schürmann.  
Dahl & Co.  
Deuss & Oetcker.  
Ebeling & Co.  
Dahl-Helgers.  
Diepers & Reeve.  
Elfes, Andriessen & Weyermanns.  
Engelmann & Boley.  
Carl Finkh.  
Wilh. Flunkert.

Gebhard & Co.  
 Goll & Tränkle.  
 Otto Hecker.  
 Hellings & Wanders.  
 Gebr. Hermes.  
 Hagemann & Baesken.  
 Jos. Hammacher, jun.  
 Hoeninghaus & de Greiff.  
 Hollender & Schellekes.  
 L. Hertz Söhne.  
 H. Heynen.  
 Düsselberg & von der Leyen.  
 Gustav Jacobing.  
 J. H. Jacobs & Co.  
 Jansen & Neuenhaus.  
 F. W. Kaupe.  
 Klemme & Co.  
 Kniffler-Siegfried.  
 Carl Koenigs & Co.  
 Krahn & Co.  
 L. Küppers & Co.  
 G. Lucas.  
 Lauwenstein & Co.  
 Leenderts & Clauss.  
 H. & C. Von der Leyen.  
 Meyer & Engelmann.  
 M. Meyer-Wolff.  
 J. Mertens & Co.  
 Metzges & Bretthal.  
 Geschw. Michels.  
 F. A. Müller & Co.  
 Heinr. Müller, Johs. Sohn.  
 Gebr. Nobbers.  
 Pastor & Hagemann.  
 Peltzer Gebrüder.  
 B. Rademacher, B. Sohn.  
 Reifenberg & Co.  
 Risler & Kerner.  
 Scheibler & Co.

Scheidt & von Beckerath.  
 Wilh. Scheidt & Co.  
 Schmitz & von Weilen.  
 Schneider & Lies.  
 Schopen & ter Meer.  
 R. Pastor & Co.  
 Peltzer & Wittig.  
 Remele & Houben.  
 Rüdberg, Mastbaum & Co.  
 Schiller, Crous & Co.  
 Schmitz & van Endert.  
 Welter & Flunkert.  
 Von den Westen & Co.  
 Winkler & Debois.  
 J. F. Winnertz & Co.  
 Gebrüder Wintgens.  
 W. Schröder & Co.  
 G. & H. Schroers.  
 Seyffarth & te Neus. Nachf.  
 P. Storek Söhne.  
 J. M. Vollmeyer Nachfolger.  
 Eugen Vogelsang.

*Consular Agent of the United States.*  
 Fr. Wansleben.

Beyond Crefeld, at a distance of 6 miles, we reach

UERDINGEN ( $57\frac{1}{2}$  miles), (*Hotel: Dornbusch*), a small place, where several extensive distilleries for the manufacture of cordials and liqueurs are established, doing a thriving export trade. There are also several sugar refiners (beet-root) doing an extensive and lucrative business.

Passing through Trompet and Homberg, we reach

RUHRORT (65 miles), (*Hotel: Cleve*).



## ROUTE 33.

## COLOGNE TO HANOVER AND BERLIN.

394 miles. 1st class, 47·90 marks; 2nd, 39·40 marks.



ROSSING the Rhine and passing through Deutz, we reach, after three miles ride, MULHEIM (*Hotel: Bergischer Hof*), population 7,000; three miles north-east of Cologne on the Rhine; here crossed by a beautiful suspension bridge.

It has manufactures of silk and velvets, cotton, cassimere, tallow and wax candles, soap, leather, vinegar, and brandy, and a trade both general and transit, particularly in timber.

The following firms are engaged in the manufacture of silks, velvets, &c.:—

Gebr. Fischer & Co.

Steinkäuler & Co.

Lungstrass, Baum & Co.

C. Weber & Co.

Schmidt & Co.

Passing through a district which gives evidence of much commercial activity and enterprise we reach

DÜSSELDORF (24 miles), (*Hotels: Breidenbach, Europe, Kaiser, Cologne*), population 80,000. Beautifully situated amongst villas and gardens on the right bank of the Rhine, crossed by a bridge of boats at the confluence of the Dussel; 22 miles from Elberfeld. The manufactures include woollen and cotton goods, machinery, white lead, leather, tobacco, sugar, and particularly liqueurs, of which there are ten factories.

*American Consul.*

H. Lewis, 17, Kronprinz st.

*British Consul.*

H. Crowe, 26, Alexander st.

*French Consul.*

Viscount de Fontenoy, 38, Marien st.

Düsseldorf may be considered as the centre of a district which comprises, in a comparatively small space, every sort of

manufacture in which human ingenuity is applied. Coals and iron abound. Interchange is favoured by the current of a river and a net of railways; both have contributed to a rapid growth of industry, the extent of which is copiously demonstrated by density of population and abundant wealth. The true proportions of progress are apparent by a reference to the following statistics:—

In 1855 the total yield of the coal mines of Westphalia, exclusive of those on the left bank of the Rhine, did not exceed 3,000,000 tons; in 1871 it had risen to 13,000,000; and this result is equal to that which was achieved in Belgium between 1836 and 1871. The quantity of iron ore raised in the mining districts of Dortmund and Bonn was about 1,000,000 tons in 1864; 2,125,000 in 1871.

In 1855 there were 133 blast furnaces, producing 216,583 tons of pig iron; in 1871 there were 146 furnaces, yielding 882,373 tons. The goods traffic of the Cologne-Minden and Rhenish railways was £1,195,833 in 1864; £2,089,871 in 1871. The transit of goods on the Rhine at the Dutch frontier port of Lobitz was 24,000,000 cwts. in 1864 and 40,500,000 in 1871.

This prosperity was due in a measure to the comparative cheapness of labour. During the past few years, however, wages have risen so as to command rates about equal to those of England and France. These facts, coupled with the curtailment in the hours of labour, have reacted on the development of the coal and iron trade. The immediate consequence thereof was to compel proprietors of coal mines to confine their operations to the supply of home demands, while the efforts to increase exports were further impeded by inadequate railway accommodation and prohibitive rates of transportation. Again, it must be taken into consideration that twice within the last decade trade received a severe check by the outbreak of hostilities—with Austria in 1866, and with France in 1870. In the month of June of the latter year—prior to the declaration of war—contracts for the delivery of coals were made at rapidly increasing rates. But the drain of labour, in addition to the absorption of carrying power by rail—difficulties brought on by military opera-

tions—caused a curtailment of work in the mines. Thus it occurred that English coals, for the use of gas companies, had to be imported into Cologne,—a city situated, so to say, at the pit's mouth of home mines.

The depression in the coal trade has been increased by the declining fortunes of the iron industry in the district of Westphalia. At the beginning of the year 1875 price lists showed a gradual ebbing from the high quotations of all descriptions of iron. Capital had been laid out carelessly during days of prosperity which followed the termination of the war.

In the beginning of the year 1872 the number of "*Bessemer*" converters in Westphalia did not exceed 39, yielding about 140,000 tons annually, while at the close of the year 1874 there were 69 Bessemer converters in working order, capable of producing nearly 500,000 tons. Düsseldorf, as stated above, can be made a convenient centre for visits to the coal and iron regions on the Rhine. Independent of its industrial importance, the city is mainly celebrated for the School of Art, and as a residence of many reputed painters. There are between 150 and 200 professional artists, in addition to large numbers of students and scholars. The academy is one of the best in Europe, with a staff of professors of the highest class. There is an artists' club, known as the "*Malkasten*," to which extensive grounds are attached, and forming a source of great social attraction. Strangers may obtain admission through the respective Consulates. There are many dealers in works of art, engravings and photographs, among them the following firms:—

Ed. Schulte.

Leop. Conzen.

Bismeyer & Kraus.

Bäumer & Co.

But there is often a satisfaction in buying *direct* from the artist, and being personally acquainted with him. Americans will find it their interest to see the Consul, who himself is an artist, and has resided many years at Düsseldorf. The assistance he can render his compatriots is therefore of value.

Leaving Düsseldorf, we pass through an exceedingly fertile and prosperous tract of land, yet flat and uninteresting till we reach—

DUISBURG (39½ miles), (*Hotel: Rheinischer Hof*), population 26,000. Situated between the Ruhr and the Augerbach. About two miles from the right bank of the Rhine. Manufactures of woollen cloth, woollen covers, cotton prints, baize, velvet, hosiery, are carried on here. There are also chemical starch, chicory, vinegar, and glue works, oil mills and sugar refineries. The trade, greatly facilitated by a canal, which communicates with the Rhine, and by the railway, is important, consisting chiefly in wine and colonial produce.

A line of rail branches off for Dortmund and Bochum, leading through important coal and iron districts; at the last named place Bessemer steel is produced and largely exported. We then reach

OBERHAUSEN (43½ miles), where there are branch lines to Emmerich, and to Aix-la-Chapelle by Ruhrort. We next reach

ESSEN (51 miles), (*Hotels: Schmidt, Hodtgen*), population 65,000. In the immediate vicinity is Krupp's celebrated manufactory of steel guns, employing upwards of 8,000 workmen, 250 steam engines aggregating 9,000 horse power, 50 steam hammers, and more than 400 furnaces.

The next stoppage is at

DORTMUND (74½ miles), (*Hotels: Römischer Kaiser, Bellevue*), population 46,000. Near the station is a lime-tree under which the tribunal of the Vehme held its sittings. In 1429 this remarkable association numbered 100,000 members. There are several carriage builders at Dortmund, large breweries, soap, candle, and cement factories. This is the great centre of the coal and iron district referred to under the head of Düsseldorf. There are several glass works in the immediate neighbourhood of Dortmund situated at ANNEN. They are as follows:

Buchholtz, Schott & Heidsieck.

Wittich, Bottermann & Co.

Uttermann & Co.

They produce chiefly crown glass and window glass. There are likewise a few paper factories in the district.

The next station is

HAMM (93 $\frac{1}{4}$  miles), with a population of about 10,000.

Linen goods manufacturer :—

Gebr. Gerson.

There are several chemical works and varnish factories, also a powder mill, the proprietor of which is

L. Ritter,

several breweries and liqueur distilleries, and iron works.

The district comprises rich coal mines, as stated above, and the rural population is engaged in the cultivation of flax, as well as the production of linen goods, the chief seat of which is at

BIELEFELD (135 $\frac{1}{2}$  miles), (*Hotels : Drei Kronen, Ravensberger Hof*), population 20,000. Extensive manufacturers of thread and linen; the latter, the best made in Germany, is noted for its tobacco pipes, made of carbonate of magnesia, commonly called meerschaum.

The chief agriculture is hemp and flax, but bleaching and the weaving of common linen and damask are carried on to an extent which makes Bielefeld one of the most important manufacturing districts of Prussia.

The following are the firms engaged in the linen manufacture :

Bielefelder Actien Gesell.

Bertelsmann & Sohn.

Bertelsmann & Bergmann.

Boekemann & Wessel.

Bolenius & Co.

Gottl. Bracksieck.

Brune & Lippelt.

H. & W. Budde.

O. Christ & Co.

Carl Colbrunn.

Carl Delius & Co.

E. A. Delius & Söhne.

E. Kramme.

Gebr. Ebmeyer.

C. F. Gante Söhne.

Carl Goldbeck.

B. Hammerschmidt.

Carl. Heidsieck.

Heinr. Heidsieck.

L. A. Heidsieck.

Ludw. Heidsieck.

F. Hölzermann.

H. Hoffmann.

A. W. Kisker.

G. Krönig & Sohn.

F. W. Krönig & Söhne.

Fritz von Laer.

Laer & Co., Nachfolger.

F. Lampe & Wens.

S. Meyer & Co.

Meynhardt & Co.

C. H. Nolte.



Nordmeyer & Kortmann.	P. F. Schmierekamp.
Oertmann & Baumhöfener.	S. A. Stern, senr.
Oertmann & Co.	Wilh. Vieler.
F. H. Offermann & Co.	Wilh. Vollmer.
Piderit & Winter.	F. W. Waldecker.
F. Piderit.	H. & O. Wittgenstein.
Rabe & Consbruch.	A. H. C. Westermann Söhne.
H. A. Reckmann & Sohn.	H. Wintzer.
Hermann Reckmann.	Gebrüder Wintzer.
Springmann & Co.	

The silk industry of Bielefeld is not unimportant, occupying more than a thousand looms. The following are the principal firms engaged in this branch:—

E. A. Delius & Co.	E. & Th. Krönig.
Gebr. Wertheimer.	Gebr. Wähler.
Knithan & Schlossmacher.	

*Manufacturers of Plush*, Bertelsmann & Niemann.

Sailcloths are manufactured by the following firms :

Conr. Wilh. Delius & Co., at Vermold.
Helling, Hoffmann & Co., at Bergholzhausen.

*Sewing Machine and Agricultural Implement Makers.*

Baer & Bempel. H. Koch & Co. Dürkopp & Schmidt.

The next station is

HERFORD (143 miles), (*Hotels: Stadt Berlin, Wessels*), population 11,000, situated on the Werra, near its confluence with the Aa. It contains some curious old churches. Here are likewise several important establishments for the manufacture of linen goods, and the firms engaged there are enumerated as follows:—

Augenete & Scholle.	Münter & Borlinghaus.
G. W. Brackmeyer.	Rabe & Günther.
Budde & Herzog.	A. Ruben.
Gebr. Dresing.	Sievers & Stadtländer.
Herforder Leinen-Verein.	Jonas Strelitzer.
G. Lange.	Julius Strelitzer.
Matthias & Rumpel.	Wilh. Viemann.
Münter & Co.	



The next station is

LÖHNE, where a railway branches off to Osnabrück and Emden. See Route 28.

Passing REHME (near which are some salt works and saline baths), viz., Bad Oeynhauscn. The water is 90° Fahr. (*Hotels: Vogeler, Victoria*). The line crosses the river Weser and passes through an extremely picturesque country—*Porta Westphalica*—and we then reach

MINDEN (163 miles), (*Hotels: Eisenbahngasthof, Twietmayer's*), population 16,000. It is a garrison town, and a place of some commercial importance.

Passing BÜCKEBURG (the capital of the principality of Schaumburg-Lippe, which has a large palace with fine grounds,) HASTE, and WUNSTORF, from which latter place the line to Bremen branches off, we reach

HANOVER (200 miles), (*Hotels: Royal Union, British, de Russie*), population 120,000. Capital of the former kingdom of same name. Situated in an extensive plain north-east of Mount Linden at the confluence of the Ihme with the Leina, and at the junction of railways which communicate with Bremen and Hamburg on the north, Berlin on the east, Cologne on the west, and Frankfort on the south. It consists of an old and new town, separated by the Leina, and communicating by eleven bridges. The manufactures consist chiefly of chocolate, chicory, buttons, wafers, sail-cloth, mirrors, tobacco, playing cards, hosiery, wax, oil-cloth, sugar, dyes, &c.

The trade, chiefly transit, having the advantage both of water communication and of a system of railways, is important, and continues to make rapid progress, especially since the annexation to Prussia. There is a large cotton factory in the immediate vicinity of the city, and also extensive locomotive works owned by Doctor Stursberg, who for a short period was the German "railway king" at Berlin.

Leaving Hanover, we reach LEHRTE, where connection is made for HAMBURG; there is also another shorter route branching off for Berlin, running *viâ* Stendal. Another line branch of rail runs from Lehrte to Hildesheim.

Pursuing the road through unimportant stations, we reach

BRUNSWICK (237 miles), (*Hotels: Angleterre, Deutsches Haus*), population, 56,000, situated on the Oker, a very pleasant residence, the seat of the hereditary dukes. The house of Brunswick gave origin to the present dynasty of Great Britain, Queen Victoria being a descendant of the Guelphs.

It is assumed that the German language is spoken in this district with great purity, and that the schools and the facilities for acquiring the language are far superior than elsewhere in Germany. It does not come within our province to enter into detail on this important subject, and as there is an American Consul resident at Brunswick, special information can be easily obtained through the Consulate.

The commerce of Brunswick is of small importance; still, the city forms the centre of a large industrial district. Among the exports from the city are comprised preserved fruits and prepared vegetables in cans; the sausages made up here have likewise a world-wide reputation. The following firms are engaged in these various branches:

Gebrüder Grahe.

Wilh. Schumburg.

F. L. Lampe.

C. Denecke, Wwe & Sohn.

Gustav Fehn.

Busch, Barnewitz & Co. at Wolfenbüttel.

Chicory is another article of exportation: the following are among the manufacturers:

Doopmeyer & Hartung.

Braunschweiger Actien Fabrik.

George Schmidt & Co.

An excursion into the Harz Mountains for business purposes will amply repay itself. There are numerous chemical works, and various other branches of industry. Among the latter may be cited

OSTERWIECK, where the following firms are engaged in the preparation of lamb skins, as well as the manufacture of kid gloves:

Ad. Beyerlein.

C. Behrens.

Ferd Lüders.

C. Knabe, jun.

At OSCHERSLEBEN, which is reached soon after leaving Brunswick, a railroad branches off to

HALBERSTADT (*Hotels: Prinz Eugen, Royal, Golden Ross*), population 26,000. A quaint and interesting old city.

The following are kid glove manufacturers:

Eduard Anschütz.  
 Rob. Becker.  
 C. Bruns.  
 Ph. Damm.  
 Ad. Fickert.  
 Carl Gerlach.  
 Fr. Hagemann.  
 Wilh. Happach.  
 J. Herz.  
 C. Korte.  
 Carl Leinau.  
 Friedrich Lorenz.  
 Herm. Mühlenhoff.  
 Carl Schramm.  
 A. Steinmann.  
 Louis Werckmeister.

MAGDEBURG (403 miles), (*Hotels: Edels', Stadt London, Erzherzog Stephan*), population 105,000. On the Elbe, 76 miles west-south-west of Berlin, and one of the strongest places in Europe. The manufactures consist principally of woollen, linen, cotton, cloth, silk, and cotton ribbons, leather, gloves, soap and candles. There are also several important beet sugar and chicory factories, breweries, distilleries, oil, and vinegar works.

The trade derives great facilities from the position of the city on the Elbe, the canal connecting this river with the Havel, and the railroads communicating with the great German cities.

The commercial interests of Magdeburg are much interfered with by reason of limited space within the walls of the city, which is prescribed by the line of fortifications. The most important establishments are situated in two suburbs, Neustadt in the north, and Sudenburg in the south-west.

Chicory is produced and largely exported by the following firms:—

Dommerich & Co.  
Bethge & Jordan.  
Müller & Weichsel.  
Carl Denecke.  
F. C. Schultz.

In the vicinity of Magdeburg are situated several potteries, notably at

ALT and NEU-HALDENSLEBEN (18 miles by rail), where the following firms are engaged in the manufacture and exportation of

*Earthenware.*

H. Bauermeister.	Th. Siemann & Co.
C. Schulze.	W. Fincke.
Hugo Lönitz.	J. Uffrecht & Co.

On leaving the station we traverse the fortifications and the two arms of the Elbe, and reach

BUG (320½ miles), (*Hotel: Roland*), 14,000 inhabitants, noted for extensive cloth manufactures, which were established originally by Protestant refugees, after the Revocation of the Edict of Nantes.

The following firms are engaged in the manufacture of woollen cloths:—

C. Diestan.  
Ludwig Emisch.  
Carl Fordemann.  
Sigmund Fordemann.  
Abert Fordemann.  
C. Günther.  
Carl Huhn.  
G. Kampe.  
C. Ex. Matthias.  
Christian Matthias.  
Ludw. Müller Söhne.  
Carl Piderit.  
Carl Schmelz.  
G. Schwager.  
Steinle & Sohn.  
Steinle & Wille.

BRANDENBURG (357 miles), (*Hotels: Schwarzer Baer, Schwarzer Adler*), population 28,000. It is situated on the Havel, and is a place of great antiquity, dating from the tenth century. Here again are extensive woollen cloth manufactories; the firms engaged therein are as follows:—

H. S. Cramer & Söhne.  
 Dähne & Kuhlmig.  
 Th. Genrich.  
 Gröpler Schindelhauer & Co.  
 Fr. Hampke.  
 G. Hintze.  
 G. Baumgarten.  
 Rud. Kehrl.  
 A. Lemcke.  
 A. Kersten.  
 F. A. Krause.  
 Ernst Krause, jun.  
 Krüger, Schoenemann, & Co.  
 Joh. Friedr. Krumwiede.  
 Petersen & Clingstein.  
 Metzenthin & Sohn.  
 C. F. Torges.  
 Wilh. Wiemann.

*Silk Goods Manufacturers.*

Julius List.  
 H. Kelm.

POTSDAM (379 miles), (*Hotels: Deutsches Haus*), population 45,000. Second royal residence of the Prussian king, 17 miles south-west of Berlin, with which it is connected by railway. The River Havel is here crossed by a bridge 600 feet in length, and expands into a lake, with finely-wooded sloping banks.

The city ranks among the handsomest and most regularly built in Germany.

The manufactures include all the ordinary tissues of wool, linen, cotton, and silk, leather, and lacquer ware, porcelain, carriages, chemical products, oilcloth, chocolate, vinegar, tobacco, &c.

Potsdam has no regular market, but a steadily increasing

trade, and in the city, as well as in the neighbouring villages, are several industrial establishments, which appear in the subjoined list:—

The following firms are engaged in the manufacture of silk goods:—

F. Sommerburg.  
Pignol & Heiland.

There are several oil-cloth manufacturers at Potsdam and the immediate neighbourhood, enumerated in the following list:—

W. Rautenberg	at Potsdam.
J. G. Nitsche & Söhne	„
Gebrüder Winckelmann	at Stolpe.
Gebrüder Brandt	„

There are likewise several establishments for the manufacture of woollen and cotton goods:—

G. Sotschek	at Nowawess.
C. G. Henschel & Sohn	„
H. Correns	„
Wilh. Wegner	„
Korn & Daehne	at Neuendorf.

and the following spinners of worsted and cotton yarns:—

Berlin-Neuendorfer Spinnerei, at Neuendorf.  
J. & R. Arntz „

There are many other establishments in the district between Potsdam and Brandenburg, but not accessible by rail. They can be reached by diligence from either here or Berlin. The following list comprises a few of the woollen cloths factories thus situated:—

#### NEU-RUPPIN.

Carl Ebell, sen.  
Chr. Ebell.  
Gottfried Ebell.  
C. Haagen.

#### BELZIG.

Friedr. Fabian.  
Ferd. Zimmermann.



## TREUENBRIETZEN.

Lehmann &amp; Sohn.

## PRITZWALK.

L. &amp; A. Draeger.

Gebrüder Rensch.

Abel &amp; Co.

Leaving Potsdam we reach in thirty minutes the Prussian capital:

BERLIN (394 miles). As the capital of a powerful empire, Berlin is now seriously competing with other large cities in supplying home and foreign markets with German produce and manufactures.

During the Franco-German struggle, a variety of goods, long supposed to have been a monopoly of French manufacture, were sought for in Germany. It had naturally given an impetus to many branches of industry which were hitherto excluded from transatlantic markets. The immediate consequence has been that capital in Germany is more widely and securely invested in commerce and industry. Moreover, with increased and cheaper means of transportation, many new markets have been opened to the German manufacturer, who now occupies some portions of the ground hitherto held exclusively by French or English produce.

The nature of exports from Berlin will be seen from the subjoined statistics, so far as the United States are concerned, and the principal firms are enumerated in the following pages. The names of small manufacturers of various branches are reckoned by many hundreds, but we have limited ourselves in the enumeration to leading export houses in each branch.

The city is not remarkable for antiquity or architectural beauty, but the streets are wide and the buildings attractive. The main objects of interest are concentrated within a limited district near the royal palaces and the principal thoroughfare, known as "Unter den Linden," an avenue ornamented with four rows of lime trees.

The principal hotels are situated on this avenue or the adjoining streets, while a few hotels, of equally good character, are found near most of the railway stations. The accommo-

dition offered by many of the larger hotels remains behind other cities of Continental Europe, though the charges at the Berlin caravanseries are equally high.

*Hotels: Royal; Rome; Nord; Angleterre; Meinhard; St. Petersburg; Arnim; Kaiserhof; Europe; Russie; Bellevue.*  
Population, 900,000.

The United States are represented by His Excellency J. C. Bancroft Davis, *Minister Plenipotentiary and Envoy Extraordinary.*

Nicholas Fish, *Secretary of Legation.*

H. Kreismann, *Consul-General.*

The Ambassador for Great Britain is His Excellency Lord Odo Russell.

G. von Bleichröder, *Consul-General.*

The principal banking houses are—

Mendelsohn & Co., 51, Jäger st.

Anhalt & Wagner, 5, Brüder st.

Delbrück, Leo & Co., 30, Tauben st.

S. von Bleichröder & Co., 63, Behren st.

Robert Thode & Co., 171, Friedrich st.

Gebrüder Schickler, 16, Gertrauden st.

W. Wolff & Co., 66, Friedrich st.

Frege & Co., 63, Charlotten st.

Molenaar & Co., 56, „

Gebrüder Helfft, 11, Monbijou platz.

H. F. Fetschow & Sohn, 87, Kloster st.

Brest & Gelpcke, 42, Französische st.

Disconto Gesellschaft, 43, Behren st.

Deutsche Bank, 29, Burg st.

H. C. Plaut, 9, Oberwall st.

F. W. Krause & Co., 45, Leipziger st.

BERLIN.

# GRAND HOTEL DE ROME,

UNDER THE LINDEN, 39,

CORNER OF CHARLOTTEN ST.

This extensive and beautiful Hotel, the largest and best situated of the capital, combines real comfort with reasonable prices, and is kept in a very superior manner.

TWO HUNDRED ROOMS. TWENTY-  
FIVE SALOONS.

THREE LARGE DINING ROOMS ACCOMMODATING  
600 PERSONS.

*Reading Rooms, supplied with Foreign Newspapers.*

MUSIC SALOON AND CONVERSATION  
ROOM, &c.

Restaurant "à la Française." The Tariff Rates are placed in every room. Cold and Warm Baths. Post Office, Telegraph, &c. Omnibuses to and from the Station.



Table showing the Value and Description of Declared Exports to the United States of America  
from the Consular District of Berlin.

	1871.		1872.		1873.		1874.		1875.	
	Dollars.		Dollars.		Dollars.		Dollars.		Dollars.	
Basket and wicker work.	17,838		10,521		7,897		6,508		5,736	
Books, engravings and paintings	162,181		286,236		224,235		123,319		125,647	
Buttons and jet ornaments	84,309		68,033		63,333		84,778		33,865	
Clothes (ready made ladies')	—		323,139		478,831		344,701		449,593	
Cotton goods	60,045		85,475		82,355		113,788		95,175	
Drugs and chemicals	94,737		147,920		143,922		108,613		96,402	
Embroidered Berlin work	125,939		244,970		280,132		444,342		81,056	
Glass and porcelain.	64,277		65,832		49,388		52,194		78,054	
Gloves (leather)	130,889		132,437		187,285		309,373		407,214	
Leather (fancy) goods	370,530		334,976		251,173		177,137		247,191	
Lead and metals	195,150		170,497		385,527		375,786		378,870	
Linen goods	120,268		299,776		317,767		233,960		268,908	
Liquors and wines	—		28,857		44,956		9,687		37,785	
Miscellaneous goods	196,750		216,581		192,261		144,104		97,789	
Optical and scientific instruments	43,483		45,594		52,516		44,989		65,650	
Silk goods	134,609		241,062		148,764		100,511		105,887	
Stationery (fancy)	71,499		69,067		134,950		146,986		104,365	
Woollen goods	1,332,672		1,443,103		1,817,846		524,041		433,133	
Worsted yarns	200,922		112,298		39,700		—		330,880	
Total	3,406,256		4,326,322		4,303,132		3,344,864		3,443,209	

The foregoing table shows the character of exports from the Prussian capital and the consular district. There are many articles shipped through Berlin from outlying districts which have been referred to under the various heads. A large number of the principal manufacturing firms at the capital are enumerated in the succeeding pages.

Commission merchants and export houses are comprised in the following list:—

Kutter Lukemeyer, & Co., 48, Markgrafen st.  
 Chas. Kretschmann, 17, Kronen st.  
 Hardt & Co., 6, Unterwasser st.  
 Forstmann & Co., 39, Krausen st.  
 A. T. Stewart & Co., 12, Alte Leipziger st.  
 Walter Bauendahl, 36, Mohren st.  
 Stursberg, Zoll, & Co., 39, Kaiser st.  
 E. von der Heydt, 29, Königin Augusta st.  
 Fleitmann & Co., 51, Französische st.  
 Behrend, Schmidt & Co., 36, Mohren st.  
 Hinrich Schwarz & Co., 69, Sebastian st.  
 Hermann Kadisch & Co., 3, Heilige Geist st.  
 H. Messing, 29, Französische st.

*Auskunft betreffs Wohnung, order Firmen, Veränderungen  
 richte man gefälligst an*

MESSRS. WHITTINGHAM AND WILKINS,  
*Chiswick Press, Took's Court,  
 Chancery Lane, London, E.C.*

*Oder an*

D'HERRN MAX FRIEDLÄNDER,  
 2, Scharren st.,  
 Berlin, C.



*Shawls, Plaids, Blankets, and other Woollen Goods.*—The statistics given above tend to show that this branch of trade ranks foremost in the export from Berlin. The following firms are engaged in the manufacture of woollen goods:—

- Hirschfeld & Zickel, 12, Heiligengeist strasse.  
 H. & F. Becker, 12, Alexanderstrasse.  
 Eduard Bentheim & Co., 4, Blumenstrasse.  
 Bernhard Birkenthal, 12, Grüner Weg.  
 Blanck & Hirsch, 16, Grüner Weg.  
 Gebr. Bruck, 31, Alexanderstrasse.  
 Caro & Rosenhaim, 27, Poststrasse.  
 H. Caspersohn, 33, Blumenstrasse.  
 Carl Cohn, jun., 64, Blumenstrasse.  
 David & Silber, 76, Spandauerstrasse.  
 Gebrüder Falk, 8, Grüner Weg.  
 Gustav Falk, 29, Alexanderstrasse.  
 Eduard Fischel, 77, Blumenstrasse.  
 E. Hessel, 17, Grüner Weg.  
 J. W. Kiesling, 45, Landsbergerstrasse.  
 Eduard Klauss, 6, Grüner Weg.  
 Carl Koch, 104, Grüner Weg.  
 B. Koenigsberger, 44, Krautstrasse.  
 H. C. Lattermann, 13, Blumenstrasse.  
 Levy & Lubosch, 3, Grüner Weg.  
 D. J. Lehmann, 64, Spandauerstrasse.  
 Marckwald & Werner, 22, Neue Friedrichstrasse.  
 Mundt & Pick, 94, Pallisadenstrasse.  
 Adolph Perls & Co., 79, Blumenstrasse.  
 August Schneider, 30, Kaiserstrasse.  
 Seckelsson & Heinemann, 24, Alexanderstrasse.  
 Siegheim & Avellis, 49a, Friedrichstrasse.  
 Sussman & Wiesenthal, 69, Augustastrasse.  
 Gebrüder Saulmann, 21, Friedrichstrasse.  
 Weigert & Co., 1, Brüderstrasse.

*Woollen Stuffs; Plushes and Doubles Manufacturers.*

L. Dahlheim & Co., 75, Oranienburgstr.

David & Co., 21, Fischbrücke.

Jul. M. Friedländer, 17, Jerusalemerstr.

A. Geleng, 13, Kl. Frankfurterstr.

Hirschfeld & Zickel, 12, Heiligengeiststr.

Itzig & Friedländer, 16, Breitestr.

H. Kauffmann Nachf, 5, Poststr.

Lebram & Co., 16, Spandauerstr.

Lehwing & Birnholz, 19, Oberwallstr.

A. Lindner & Jacobi, 14, Grüner Weg.

M. Marx, 58, Spandauerstr.

S. Meinert Söhne, 18, Kurstr.

Wilh. Müller, 14, Oranienburgstr.

Philipp Wolff, 21, Klosterstr.

Siegmund Fabian, 57, Wallstr.

D. J. Lehmann, 64, Spandauerstr.

Weigert & Co., 1, Brüderstr.

*Worsted Yarns, Knitted Fancy Woollen Goods Manufacturers.*

Bernstein & Becker, 76, Spandauerstr.  
Born & Joachim, 6, Molkenmarkt.  
Carl Engelhardt, 3, Stralauerbrücke.  
Gebrüder Hartung, 35B, Blumenstr.  
Held & Hester, 35, Heiligengeiststr.  
Klumeck & Andreas, 16, Grünstr.  
H. Krünitz, 10, Königstr.  
Levy & Schwabach, 2, Grüner Weg.  
Gebrüder Leviesohn, 12, Spandauerstr.  
Albert Meysel & Co., 14, Markusstr.  
Roy & Bodenstab, 27, Seydelstr.  
Schulze & Siebenmark, 11, Friedrichstr.  
Gebrüder Securius, 18, Grüner Weg.  
Leonhard Sjorck & Co., 47, Königstr.  
B. Vette & Co., 17, Magazinstr.  
Gumpel & Aschkinars, 78, Blumenstr.

*Manufacturers of Worsted Yarns.*

Bergmann & Co., 39, Krausenstr.  
Herz & Wegener, 39, Stralauerstr.  
Laer & Sohn, 11, Neu Kölln.  
Chr. L. Volkart & Sohn, 24, Breitestr.

There is a large export of ready-made ladies' goods, chiefly mantles, cloaks, also corsets and dresses. The following firms are engaged in this branch of industry :—

- Bab & Birnholz, 4A, Werder Markt.
- Behrens & Baumann, 5, Oberwallstrasse.
- Bermas, Hahn, & Co., 52, Kurstrasse.
- Blumenreich & Meyer, 6, Werder Markt.
- Cohn & Selten, 33, Kronenstrasse.
- Eulenburg & Reinberger, 0, Oberwallstrasse.
- M. Goldmann, 23, Jerusalemerstrasse.
- Hain & Kruger, 26, Jägerstrasse.
- C. Isaac, 11, Hausvoigteiplatz.
- S. Landsberger, 28, Jerusalemerstrasse.
- Lichtwitz & Milchner, 18, Jerusalemerstrasse.
- V. Manheimer, 6, Oberwallstrasse.
- Gebr. Manheimer, 17, Jerusalemerstrasse.
- Th. Oppenheim & Freudenthal, 7, Schlossfreiheit.
- Müller, Prochownick, & Co., 3, Schlossfreiheit.
- Herm. Oelsner Nachf, 21, Jerusalemerstrasse.
- Orgler & Fidélmann, 21, Jerusalemerstrasse.
- Kaesse & Klein, 30, Jerusalemerstrasse.
- J. G. Stand, 45 & 46, Kurstrasse.
- Gebrüder Singer, 84, Kommandantenstrasse.
- Wallach & Rothenburg, 9, Breitestrasse.
- F. W. Wolff, 29, Kurstrasse.
- Pickhardt & Busch, 20, Jerusalemerstrasse.
- A. Selchow Nachf. Hausvoigtei pl.
- Hahn & Benjamin, 12, Oberwallstrasse.
- Büxenstein & Co., 27, Jerusalemerstrasse.
- Kraft & Lewin, 3, Werderstrasse.

The silk factories of Berlin produce chiefly velvets, plushes, and brocades, suitable for furniture. Among the manufactories the following are noted, but there is now little doing for export:—

- E. Baudouin & Co., 3, Breitestrasse.
- Bergmann & Co., 39, Krausenstrasse.
- C. F. Haack, 6, Leipzigerstrasse.
- A. Hahn, 37b, Blumenstrasse.
- J. A. Heese, 1, Alte Leipzigerstrasse.
- C. A. Hovemann, 45, Ritterstrasse.
- Carl Knoblauch, 23, Poststrasse.
- H. Krantz, 34, Leipzigerstrasse.
- J. F. Kratzer & Co., 4, Schillingstrasse.
- Liebermann & Söhne, 1, Holzmarktstrasse.
- Ed. Neuhoff, 3, Brüderstrasse.
- C. W. Oehme, 74, Spandauerstrasse.
- H. Schoenau & Sohn, 63b, Blumenstrasse.
- C. F. Schünemann & Söhne, 87, Wallstrasse.
- G. Friedrich Schultze, 6, Brüderstrasse.
- L. Vité, 7, Krautstrasse.
- W. Völker & Sohn, 17 & 18, Weinstrasse.

Silk threads and dyed silk yarns for sewing and embroidery are manufactured by the following firms:—

- Bergmann & Co., 39, Krausenstrasse.
- Liebermann & Söhne, 1, Holzmarktstrasse.

*Lace, Braid, and Trimming Manufacturers.*

Blumenthal & Michel, 7 & 8, Wallstr.  
 F. Ebel Nachfolger, 35, Alte Jacobstr.  
 Louis Friedberg & Co., 55, Lindenstr.  
 Haase & Gesell, 5, Breitestr.  
 W. & G. Kessler, 120, Alte Jacobstr.  
 Schott & Hesse, 3, Niederwallstr.  
 R. F. Wolff & Bacher, 73, Kochstr.

*Glove Manufacturers.*

C. Lehmann, 69, Königstr.  
 Meyerheim & Co. 67, Prinzenallée.  
 H. Schermann, 83, Potsdamerstr.

*Mittheilungen betreffs Wohnungs, oder Firmen, Veränderungen richte man gefälligst an*

MESSRS. WHITTINGHAM AND WILKINS,  
*Chiswick Press, Tooks Court,  
 Chancery Lane, London, E.C.*

*Oder an*

D'HERRN MAX FRIEDLÄNDER,  
 2, Scharren st.  
 Berlin, C.



*Artificial Flowers.*—During the Franco-Prussian struggle a lively trade sprang up in various parts of Germany for the manufacture of goods which hitherto had been supplied almost exclusively from Paris. The trade has partly reverted to the old channels, nevertheless we give in the following list the firms engaged in the manufacture of feathers and flowers:—

- A. E. Barré, 9, Neue Ross-strasse.  
 Budeweg & Evers, 5, Spittelmarkt.  
 Julius Cohn & Peiser, 156, Oranienstrasse.  
 Heinr. Conen, 85, Kommandantenstrasse.  
 M. Dessauer, 52, Kommandantenstrasse.  
 Eberlein & Stade, 39, Jerusalemerstrasse.  
 Gürtler, Allerdt, & Co., 58, Frankfurterstrasse.  
 Heyde & Guttman, 87, Leipzigerstrasse.  
 J. Gädicke, 2, Sparwaldsbrücke.  
 Paul Lauffer, 104, Leipzigerstrasse.  
 P. Leuchtmann & Co., 84, Leipzigerstrasse.  
 F. Louis, 43, Markgrafenstrasse.  
 J. Lüdtke, 14, Friedrichsgracht.  
 Wilh. Mähtz, 126, Oranienburgstrasse.  
 L. G. Müller, 12, Spittelmarkt.  
 Bruno Paschke, 41, Krausenstrasse.  
 F. E. Pohl, 66, Kommandantenstrasse.  
 August Preller, 50, Leipzigerstrasse.  
 Alex. Reiss & Joel, 140, Oranienstrasse.  
 A. Ring, 39, Brüderstrasse.  
 H. Schmieder, 24, Friedrichstrasse.  
 J. Stern, 48, Stralauerstrasse.  
 A. Wessendorf, 15, Alte Leipzigerstrasse.  
 Hermann Fritschel, 73, Leipzigerstrasse.  
 Carl Lell, 15, Poststrasse.

Berlin is the emporium for the material for needlework on open canvas, commonly known as Berlin wool work. The printed pattern paper used in this work was first invented here, because all the requisites, such as canvas, wool, silk, beads may be purchased most advantageously at the Prussian capital. The firms engaged in this industry are enumerated below:—

- Bergmann & Co., 39, Krausenstrasse.  
 J. G. Bauerhin, 25, Liniestrassen.  
 Böttcher & Weigand, 61, Friedrichsgracht.  
 Bruno Börner, 24, Gipsstrasse.  
 Flatow & Wachsner, 21, Kronenstrasse.  
 Louis Glüer, 52, Friedrichsgracht.  
 Hertz & Wegener, 39, Stralauerstrasse.  
 Knechtel & Co., 28, Ross-strasse.  
 Kober & Wartenberg, 3, Stallschreibstrasse.  
 C. T. Küttner, 4 & 5, Elsasserstrasse.  
 C. Lehmus & Co., 20, Breitestrassen.  
 Löwenthal & Wetzlar, 3, Scharrenstrassen.  
 Schlesische Canvas Fabrick, 65, Oranienstrassen.  
 Adolph Maas & Co., 4, Kölln Fischmarkt.  
 Fr. W. Meister, 1, Scharrenstrassen.  
 Rudolph Mosisch Nachfolger, 35, Brüderstrassen.  
 A. A. Reimann, 82, Charlottenstrassen.  
 H. J. Schottmüller, 85a, Friedrichstrassen.  
 Jacob A. Seligmann & Co., 22, Gertraudenstrassen.  
 H. Siecke, 60, Prinzenstrassen.  
 Sievers & Co., 27, Breitestrassen.  
 Simon & Danziger, 31, Breitestrassen.  
 B. Sommerfeld, 42, Leipzigerstrassen.  
 Louis Specht Nachf, 154, Friedrichstrassen.  
 Steffens & Hagemeister, 81, Kommandantenstrassen.  
 J. H. Treue, 34, Leipzigerstrassen.  
 A. Trübe, 1, Sparwaldsbrücke.  
 Chr. Ludw. Volckart & Sohn, 24, Breitestrassen.  
 Wolfs & Jacoby, 15, Brüderstrassen.

## ROUTE 34.

## BERLIN TO DRESDEN.

118 miles. *Fares, 2st class, 15.30 marks; 2nd, 11.50 marks.*



DESCRIPTION of the journey so far as Jüterbogk (40 miles), where the Leipzig-Halle Road diverges, will be given in Route 40. Thence we pass through several small stations, and reach FALKENBERG (70 miles), and after other minor stations RÖDERAU (87½ miles). This is the junction of the Chemnitz-Leipzig line. The next station is

PRIESTEWITZ (99 miles), whence a branch road connects with an important industrial district, notably GROSSENHAYN (described elsewhere), with many woollen and other factories. Passing through NIEDERAU we reach

ROSOWIG (110 miles). Here the line diverges. One branch of the road runs through

MEISSEN (116 miles), (*Hotels: Hirsch, Stern*), population 12,000. The place derives celebrity from the Royal Porcelain Factory, the produce of which is known as Dresden china.

The other road runs through DOEBELN to

DRESDEN (118 miles), (*Hotels: Victoria, Rome, Bellevue, Europe, Saxe, France*), population 150,000. The residence of the King of Saxony. One of the most attractive cities in Germany.

*American Consul*—L. Brentano.

There is a large export trade from Dresden to the United States, but principally derived from outlying districts which have been described elsewhere.

*Bankers.*

Robert Thode and Co.

Louis Kaskell.

## ROUTE 35.

## COLOGNE TO ELBERFELD AND CASSEL.

139 miles. *Fares, 1st class, 30·80 marks; 2nd, 23·70 marks.*



FROM Cologne we travel through Mülheim, and two or three minor stations to

OHLLIGS WALD (15 $\frac{3}{4}$  miles), where connection is made for

SOLINGEN (distant about 3 miles), (*Hotel: Bairischer Hof*), population 10,000. The most important place on the Continent for the manufacture of cutlery, and celebrated for sword-blades. The speciality of its manufacture dates back to the twelfth century, when, it is said, the secret of tempering steel equal to Damascene blades was first introduced by Count vom Berg. The bayonets produced here furnish not only the German armies, but those of many other European nations. Scythes, scissors, penknives form other specialities. The entire population is engaged in the manufacture of these articles. The subjoined list embraces some of the names of prominent makers :—

David Everts.  
 P. D. Hendrichs.  
 Freid. Aug. Hermes.  
 C. Dirlam Söhne.  
 Gebrüder Feist.  
 P. D. Hartkopf.  
 Gustav Grah.  
 A. & E. Höller & Co.  
 F. W. Altendorf.  
 Gebrüder Christians.  
 Kayser & Wester.  
 Wilh. Clauberg.  
 Clemen & Jung.  
 A. & A. Schnitzler.  
 Pet. Aug. Rauh.

C. Lütters & Co.  
 Pet. Dan Krebs.  
 G. Weyersberg Söhne.  
 Ed. Wüsthoff.  
 J. A. Henkels.  
 J. G. Rohden.  
 Gebrüder Lüttges.  
 Alex. Lüneschloss.  
 Reinhard Kirschner.  
 C. W. Lauterjung Sohn.  
 Dan. Küllenberg Söhne.  
 A. L. v. d. Steinen.

Leaving Ohligs Wald, we pass through HAAN and Vohwinkel, and reach

ELBERFELD (27 miles), (*Hotels: Weidenhof, Hasenclever, Mainzer Hof*), population 82,000. 15 miles east from Düsseldorf, situated in the beautiful valley of the Wupper. It is the central locality of the cotton manufacture in Rhenish Prussia. The great staple articles are of a variety of forms; linen, woollen, silk, mixed silk goods, ribbons, velvets, Italian cloth, and furniture goods, are extensively made and largely exported. There are numerous mills for spinning cotton twist, linen and worsted yarns, and also dye works, noted for the richness of their colours; the Turkey red dyed goods and yarns especially have a great reputation. The production of aniline and alizarine colours forms an extensive branch of industry among other chemicals.

The following rank among the principal firms engaged in the manufacture of ribbons, tape, braids, trimmings, &c., at Elberfeld:—

Gebhard & Co.  
 Julius Schmidt.  
 De Weerth & Co.  
 Meckel & Co.  
 Hugo Baum.  
 Benz & Co.  
 J. A. Bergmann.  
 Walther Blanck & Co.

P. E. Bockmühl.  
 Aug. Böddinghaus  
 H. Böddinghaus & Söhne.  
 F. Esser & Haarhaus.  
 A. & G. Frowein.  
 Kraus & Co.  
 Nathan Loeb & Söhne.  
 C. W. Ostermann.  
 A. Platzhof & Co.  
 Priesack & Nierhaus.  
 Carl Obrig.  
 H. & L. Ruedenberg.  
 F. W. Schmidt.  
 Schniewind & Scheibler.  
 Schneegans & Schmidt.  
 Schoett & Leitmann.  
 Aug. Schulten & Co.  
 C. W. Siebel.  
 Gebr. Stohmann.  
 Heinrich Stuermer.  
 E. G. Wellhäuser.  
 W. Westip.  
 Weber & Broel-Hoffbauer.  
 F. W. Windrath.  
 Wolf & Co.

BARMEN (*Hotels: Schützenhof, Vogler, Klier zur Pfalz*), population 86,000. This city is a continuation of the city of Elberfeld, to which it is united by a bridge, forming one uninterrupted street of about six miles in length. It is composed of an agglomeration of numerous little villages, now constituted into a municipality. The staple manufactures are ribbons, braid, tape, and trimmings, buttons, silk, cotton, and linen goods and chemicals. There are a few establishments for calico-printing, and the manufacturers are also celebrated for the excellence of the dye called Turkey red. This in fact forms the speciality of the place.

*American Consul—Edgar Stanton.*



The following firms are chiefly engaged in the manufacture of buttons, ribbons, tape, trimmings:—

Barmer Besatz Industrie.  
Bartels-Dierichs & Co.  
Becker & Thoene.  
C. H. Bellingrath & Linkenbach.  
Abr. Bendt & Co.  
Pet. Berghaus.  
Melchior Bergmann Söhne.  
Bernhard & Starke.  
Dietr. Bestgen.  
Bischoff & Heynen.  
E. A. Bornefeld & Co.  
Brennscheidt & Thoene.  
Brocke & Blecher.  
Brögelmann & Bredt.  
Friedr. Busch.  
Gebr. Cleff.  
Dicke, Rau & Co.  
Dierichs & Aschoff.  
Aug. Drescher.  
W. Dulheuer.  
Rich. Duisberg & Co.  
Joh. Casp. Engels.  
Rob. Eykelskamp.  
Carl Gerwein.  
Greef, Bredt & Co.  
Otto Greeff & Schäffer.  
J. W. Greif.  
H. G. Grote.  
Halbach & Wolferts.  
Friedr. Hegmann.  
Alb. Heilenbeck.  
Hollweg & Meyer.  
Eduard Holzrichter.  
F. L. Huisberg.  
F. W. Hochdahl & Co.  
Höffken & Wilkes.  
Carl Jung & Co.

Joh. Pet. Jung Söhne.  
Kaiser & Dicke.  
Kamman & Co.  
Carl Karthaus & Co.  
Klingenburg & Co.  
C. & E. Langerfeld.  
Lekebusch & Co.  
Linder & Trappenberg.  
Lohmann & Co.  
Ed. Mann.  
J. D. Matthäi-Verbrügge.  
Mebus & Rübel.  
Wilh. Middeldorf.  
C. Mittelsten-Scheid, P.-Sohn.  
F. Mittelsten-Scheid & Co.  
Friedr. Moog.  
Müggenburg & Nieland.  
L. Neuhoff & Hardegen.  
Wilh. Osthoff.  
H. Overbeck & Co.  
Adolph Pieper.  
F. A. Pieper.  
Herm. Reinhard.  
Rittershaus & Sohn.  
Pet. Römer, jun., & Co.  
Aug. & Ludw. Saatweber.  
Saatweber & Westkott.  
Scheele & Hollweg.  
Abr. Scheib.  
Scheib & Göcke.  
Eduard Schmidt.  
Wilh. Schüller & Sohn.  
Schürfeld & Dango.  
Wilh. Schürmann.  
Joh. Pet. Seiler, sen.  
Pet. Seiler.  
Abr. Siebel Sohn.  
Smend & Westkott.  
Wilh. Sondermann.

Sporket & Cosmann.  
 Steinberg & Potthoff.  
 Aug. Steinkuhler.  
 Friedr. Wilk. Thiemann.  
 Thiel & Wurms.  
 Ad. Otto Thunes.  
 Ufer & Gericke.  
 H. G. Ufer.  
 Viefhaus & Co.  
 Vormann & Leckebusch.  
 Wilh. Weddigen.  
 Westkott & Co.  
 Wülfing-Luckhaus.

Leaving Barmen we pass through Rittershausen and SCHWELM (34 miles). At the latter place the following manufacturing firms are noted:—

J. W. Bouchsein.  
 Kitz & Göttel.  
 J. H. Sternenberg & Sohn.  
 Robert Sternenberg.  
 Julius Wirminghaus.  
 Gebr. Büsche.  
 Fr. Krause.  
 Friedr. Lohmann.  
 Pet. Lohmann & Co.  
 Aug. Müller & Co.  
 H. Wiemer.

Passing through Milspe, Gevelsberg, and Haspe, at which latter place numerous iron works are situated, we reach

HAGEN (43 miles), (*Hotels: Lünenschloss, Deutsches Haus*), population 12,000. Situated at the confluence of the Volme and Empe. Its inhabitants are chiefly employed in the manufacture of woollen, linen, and cotton cloth, leather, hats, and ironware. Near is the important alabaster quarry. Anvils, axles, tyres, screws, scythes, and a variety of articles of hardware is manufactured at Hagen. Material for the construction of railroads and telegraphs form the speciality of some

firms, while others confine themselves exclusively to the manufacture of locks in every variety.

The following firms are among the most prominent :—

Krautmacher & Reininghaus.  
 Gebrüder Martin.  
 L. Winkhaus & Söhne.  
 H. Wiesener.  
 Wilh. Hoeppern.  
 Remy, Erkenzweig & Schemmann.  
 Gustav Schoeneweiss.  
 Kampmann & Van Toenges.  
 J. H. Elbers & Co.  
 Carl Asbeck & Co.  
 Funke & Hueck.  
 Otto Asbeck.  
 F. Huth & Co.  
 G. Sträter & Sohn.  
 Friedr. Beyermann.  
 Tennhaeff, Hesse & Co.  
 Joh. Diedr. Post.  
 Kettler & Vogel.  
 Joh. Peter Grüber.  
 C. Evertsbusch.  
 Rich. Harkort.  
 Heyden & Käuffer.

From Hagen a branch line runs to Siegen, and from one of the intermediate stations—Letmath—we reach

ISERLOHN (*Hotels: Sander, Hilgers*), population 16,000. On the Baarenbach. Manufactures, various articles of *vertu* in brass, bronze, and iron; cutlery, and leather; zinc and iron furnaces; rolling and puddling mills; also paper factories.

A variety of hardware is produced at Iserlohn; wire-drawing, the manufacture of needles, fish-hooks, &c., form the speciality of some establishments, while others are almost exclusively engaged in the making of umbrella frames; and again, several other works are confined to the production of buckles and metal ornaments, requisite for harness-making and saddlery. Pewter ware, nickel and bronze goods are

largely manufactured, and a few firms make a speciality of armour manufacture. The following forms a list of the houses engaged in all these varieties:—

Kissing & Möllmann.  
 Christophery Gebrüder.  
 C. Ebbinghaus & Sohn.  
 Gebrüder Maste.  
 Gustav Wiemer.  
 Th. Schmöle Söhne.  
 Joh. Rentrop & Co.  
 Winzer & Stehmann.  
 Steph. Witte & Co.  
 Turk & Staby.  
 Heinr. Raffenberg.  
 H. Mevius & Co.  
 C. H. Hanebeck Wittwe.  
 A. Hauser Söhne.  
 Fischer & Grundmann.  
 H. D. Eichelberg & Co.  
 Goesser & Brass.  
 J. D. Bomnüter.  
 Aurand & Sudhaus.  
 Borgatz & Co.  
 Brause & Co.  
 H. Andrée, jun.  
 H. Schlieper Söhne.  
 Gebrüder Eichelberg.  
 Rumpff & Kruse.  
 J. H. Schmidt Söhne.

The next station is SCHWERTE (52 miles), then FRÖNDEBERG (62 miles), ARNSBERG (80 miles), MESCHEDE (93 miles); we pass through numerous other unimportant stations, and then reach

WARBURG (139 miles), (*Hotel: Bracht*), population 8,000. Once an important city belonging to the Hanseatic League, but now, like all the above-named stations, without any commercial importance. Passing through HUMME and other small stations, the last of which is Mönchhof, we reach

CASSEL (*Hotels: König von Preussen, Scheriner*), population about 42,000. Beautifully situated on both banks of the Fulda, 91 miles from Frankfort-on-Main. Its trade is inconsiderable, but improving. It has manufactures of cottons, silk and woollen fabrics, kid gloves, leather, hats, carpets, playing cards, soap, gold and silver lace, earthenware, lacquered wares, linen, damask, &c. It has two fairs and a wool market annually.

Cassel is connected by railway with Leipzig and Frankfort-on-Main.

Wall paper is one of the industries, and the following firms are engaged in this enterprise:—

J. C. Arnold Söhne.  
 Bauer & Horn.  
 A. Spoerer & Co.

The following are engaged in the manufacture of kid gloves:—

Carl Breitbarth.  
 Gebrüder Cevey & Co.  
 Th. Dubuisson.  
 Wilh. Dubuisson.  
 J. D. Grebe.  
 Heinr. Hallaschka.  
 J. J. Kugelmann.  
 J. C. le Noir.  
 Aug. Roesler & Co.  
 Bernh. Schmetzer.



## ROUTE 36.

## ELBERFELD TO REMSCHEID.

15½ miles. Fares, 1st class, 1·60 marks ; 2nd, 1·20 marks.



AKING the railroad either from Barmen or Elberfeld, we pass through RITTERSHAUSEN (3½ miles), and reach

RONSTORF (7½ miles), population 8,000, where we find important establishments for the manufacture of iron and steel goods, tools, steel and copper wire; and various other branches of hardware are largely developed in this busy place. We enumerate the following names:—

Gebrüder Kotte.  
 C. Vorberg Söhne.  
 P. Clarenbach & Co.  
 Hüttemann & Frowein.  
 Bleckmann & Freymann.  
 Gebrüder Hindrichs.  
 Hessenbruch & Co.  
 J. J. Lucas.  
 Abr. Rothsieper.

There are likewise manufacturers producing similar goods to those manufactured at Barmen, viz., ribbons, tape, trimming, and articles known as *passementerie*. The following are the firms:—

Dürselen & Von Carnap.  
 Eller & Erbschloe.  
 E. F. Kregeloh.  
 Mohrhenn & Kreitz.  
 Heinr. Nierhaus.  
 Schmalbein & Raucamp.  
 Friedr. Spiess & Co.

Widmayer & Schüssler.  
 S. Clarenbach & Co.  
 August Vogelsang.  
 J. H. vom Baur Sohn.

Leaving Ronstorf we reach

LUTRINGHAUSEN ( $9\frac{1}{2}$  miles), population 8,000. The inhabitants are engaged, similarly to their neighbours, in the manufacture of hardware and steel refining.

C. Hasenclever.  
 F. vom Baur.  
 C. F. Stursberg.  
 F. W. Erbschloe Söhne.

The next station is

LENNEP ( $11\frac{1}{2}$  miles), (*Hotels: Berliner Hof, König von Preussen*), population 10,000. Pleasantly situated in a valley on the banks of the Lennepe. The most important place of the district for the manufacture of cassimeres, broadcloth, and other woollen goods. The principal manufacturers settled here are the following:—

Pet. Hammacher & Co.  
 Gebr. Hilger.  
 Alb. Karsch.  
 J. W. Lausberg & Söhne.  
 J. C. Müller Söhne.  
 Joh. Dan. Oelbermann.  
 Oelbermann & Beckmann.  
 Schürmann & Schröder.  
 Wilh. Stursberg.  
 Aug. Walther.  
 Joh. Wülfing & Sohn.

From here we reach

REMSCHIED ( $14\frac{1}{4}$  miles), (*Hotels: Deutsches Haus, Englischer Hof*), population 20,000. There are a few manufacturers of silk and woollen goods, enumerated as below:—

Carl Gust. Pass.  
 Joh. Jac. Pass & Sohn.

But the great interest of this place centres in the production



## REMSCHEID.

of steel and iron manufactures. It is the Sheffield of Germany; upwards of 30,000 hands find ready employment in the making of files, tools, and every article coming under the denomination of hardware or cutlery. Tools, from a heavy anvil down to a small gimlet; tinned and japanned hollow ware; coffee mills, skates, and every other article that can be imagined, is manufactured here in the greatest variety, and of ordinary and superior quality. The following names rank among the most prominent in the various branches of manufacture:—

P. A. Altena.  
Richard Altena.  
J. P. Arns.  
C. O. Arntz & Co.  
C. A. Blecher & Co.  
Robert Boker & Söhne.  
Gebrüder Boker & V. d. Nahmer.  
P. W. Brand.  
G. Braunschweig & Co.  
C. Broch Söhne.  
Brockhaus & Co.  
P. A. von der Crone.  
E. Engels.  
J. W. Edelhoff & Co.  
Peter Ehlis.  
Ellinghaus & Pleiss.  
Frohn Gebrüder.  
Jacob Grothaus.  
P. C. Hasenclever & Söhne.  
Hasenclever & Becker.  
J. G. Herbetz & Söhne.  
P. C. Hordenbach & Söhne.  
G. F. Hummeltenberg & Söhne.  
W. F. Klingelberg Söhne.  
J. W. Kreitzberg & Co.  
Krumm & Co.  
Koll & Co.  
Korff & Housberg.  
Kotthaus & Busch.  
W. Lihn & Sohn.

Lindenberg Gebrüder & Co.  
 J. E. Lindenberg.  
 E. Luckhaus.  
 P. C. Luckhaus & Co.  
 Otto Menghins.  
 Gustav Offermann.  
 Carl Peisler Söhne.  
 A. Rottsieper.  
 Wilh. Tillmans.  
 Meuser & Königsberg.  
 Peter Morbotter.  
 J. Müller & Sohn.  
 J. P. Müller Söhne.  
 Justus Müller & Co.  
 Neukirchen & Korff.  
 P. W. Nöll.  
 Otto Richter.  
 David Sieper Söhne.  
 Franz Pollmann.  
 August Roemer.  
 Richard Sackermann.  
 A. Schaaf & Sohn.  
 Justus Scharff.  
 J. B. Schmidt Söhne.  
 Springorum & Kupferroth.  
 Von Stein & Co.  
 J. C. Wiebel.  
 Gebrüder Wirths.  
 E. Winngassen.  
 Wüsthoff & Co.  
 Schmidt & Ziegler.  
 Gebrüder vom Berg.

From Remscheid by diligence to

HÜCKESWAGEN (8 miles), (*Hotel: König von Preussen*)  
 population 3,000, situated on the right bank of the Wupper,  
 with several factories where woollen goods and fancy trowser-  
 ings are principally manufactured by the following firms :—

Blecher & Clarenbach.  
 Carl Bockhacker Nachf.  
 Joh. Dan. Clarenbach & Sohn.  
 Ewald H. Fink.  
 Joh. Friedr. Hager.  
 W. A. Johanny-Abhoe.  
 H. W. Kipper.  
 Lütgenau & Wiehager.  
 Fr. Müller Söhne.  
 D. W. Paffrath & Söhne.  
 H. J. Paffrath & Co.  
 C. & F. Schnabel.  
 Gebr. Schnabel.  
 Reinh. Schnabel & Schlieper.  
 Carl Vorländer & Volckmar.  
 Erich Waldthausen.

Passing Gräfenberg and Ratingen, we reach

KETTWIG ( $14\frac{1}{2}$  miles), population 8,000, where are situated some important factories of woollen goods, among which are noted the following:—

J. W. Bolten & Sohn.  
 J. W. Eickelberg & Sohn.  
 Hermann Scheidt.  
 Ernst Scheidt & Co.  
 Gottfried Scheidt & Sohn.

After only a few miles' travel we come to the next station:

WERDEN (17 miles), (*Hotel: Stoffel*), population 6,000, where are found the following firms among the manufacturers of woollen goods:—


Gebrüder Feulgen.  
 Forstmann & Hoffmann.  
 J. G. Teschemacher.  
 Gebr. Huffmann.  
 Ed. Obertüschchen.  
 Gebrüder Overhamm.  
 Otto Scholten.

## ROUTE 37.

## COLOGNE TO FRANKFORT-ON-MAIN.

142 miles. *Fares, 1st class, 16 marks; 2nd, 11.50 marks.*

The order of the different stations is marked L. and R., referring to the left and right bank of the river, in ascending from Cologne to Mayence.

 HE banks of the river in the immediate vicinity of Cologne are flat and uninteresting, and the villages passed by are of no importance until we reach

BONN (*Hotels: Grand Hotel Royal, Goldner Stern*), population 26,000. Pleasantly situated on a gentle acclivity on the left bank of the Rhine. There are a few mills and manufactories, the chief of which are of cottons, silks, and sulphuric acid. It is one of the most desirable residences on the Rhine. The city enjoys a high reputation for its University, founded in 1786. The library contains 200,000 volumes.

The time occupied by the steamer from Cologne to Bonn is about  $1\frac{1}{2}$  hours. The beauties of the Rhine become more developed here. Opposite Bonn we have a range of hills known as the Seven Mountains; at the foot of it is situated the village of

OBERCASSEL (*Hotel: Riesen Wolfsburg*). The next place is KOENIGSWINTER, L. (*Hotels: Europe, Berlin*), population 2,000. The Drachenfels, the most prominent of the Seven Hills, may be ascended from here. On the left bank of the Rhine we have

MEHLEM (*Hotels: Krone, Goldener Schiff*), and ROLANDSECK, R. (*Hotels: Rolandseck, Roland, Billau*). Magnificent views may be obtained here of the surrounding country; in fact this is probably the point where the tourist will find the greatest attraction, as the scenery obtained is one of incomparable beauty.

Proceeding on our journey we pass successively OBERWINTER, R. (*Hotel: Fassbender*).



UNKEL, L. (*Hotel: Clasen*).

As our object is not to describe scenery, and as these localities present little or no interest in a commercial sense, we indicate merely the halting places and various stations along the river. A notice regarding the production of wines from the Rhenish districts will be found under the head of Cologne (page 146).

We next reach

REMAGEN, R. (*Hotels: Fürstenberg, König von Preussen*).  
The following are wine merchants:—

A. I. Wolf.  
Otto Carraciola & Co.  
Johann Lehmann.

From Remagen the diligence may be taken to neighbouring wine-growing districts, the centre of which is

AHRWEILER (*Hotel: Krone, Stern*), population 3,000. The following are wine merchants:—

Georg Kreuzberg.  
Adam Borgsitter.  
Sam. Heymann.  
M. J. Kreuzberg.

Opposite Remagen is situated

ERPEL, L., at the foot of a basaltic cliff. Further on we reach

LINZ, L. (*Hotel: Nassauer Hof*), population 2,500, in the neighbourhood of which are important basaltic quarries. The wines grown here are much appreciated. On the right bank we pass Sinzig, on the left the village of Dattenberg. Visible through a ravine on the same bank we see the Castle of Arenfels and the villages of

HÖNNINGEN and RHEINBRODL, while on the right bank are situated

NIEDER-BREISIG and RHEINECK, a modern castellated residence, from whence magnificent views are obtainable. On the left we pass

BROHL, and on the right the villages of

NIEDER- and OBER-HAMMERSTEIN, surrounded by vineyards, the produce of which is highly appreciated.

ANDERNACH, R. (*Hotels: Schäfer, Hackenbruch*), is the next station on the right bank of the river. On the opposite bank we pass

NEUWIED, L. (*Hotels: Anker, Wilder Mann*), population 7,500. The seat of the Moravian Brothers, usually known under the denomination of "German Quakers." There is considerable local trade at this station as well as cotton spinning and manufacturing. The schools at this place have an extensive reputation, and are much frequented by English and Americans.

The following are wine merchants:—

- Anton Reinach.
- A. Neitzert Sohn.
- Kellerei des Brüderhaus.
- Gebrüder Meyer.
- W. E. Mess.
- W. Remy Sohn.

Continuing the route, on the right we pass WEISSENTHURM and on the left ENGERS and MUHLHOFEN. In the neighbourhood of the latter village is a large establishment known as the Sayn Foundry, owned by Krupp.

BENNDORF and VALLENDAR are passed on the left, and on the right, NIEDERWERTH and WALLERSHEIM. We next approach

COBLENTZ (*Hotels: Giant, Bellevue, Anchor*), population 29,000. This city owes its name to its position, being situated at the confluence of the Rhine and Moselle. The Romans built a fort here 13 years B.C., which they called *Confluentia*. It became a part of the kingdom of Lorraine, when the three sons of Louis le Debonnaire partitioned the kingdom of Charlemagne, and subsequently passed into the hands of the Archbishops of Treves. Taken by Marceau in 1794, it became the chief town of a department of the French Empire. Since 1815 it belongs to Prussia. There is a considerable wine trade concentrated here.

The following are wine merchants:—

- H. Hürter & Sohn.
- A. Jordan.

N. Schurz.  
 Deinhardt & Co.  
 A. Bühl & Co.  
 H. & J. Espenscheid.

Opposite to Coblenz is situated

EHRENBREITSTEIN. A bridge of boats connects the latter with Thal-Ehrenbreitstein, a village below the heights on which the fortress stands. (Tickets of admission, good only for the day on which they are issued, may be had at the office of the Lieutenant Commandant at the entrance. A ticket for one, two, or three persons,  $2\frac{1}{2}$  sgr. A gratuity is also expected by the attendant who conducts visitors). This fortress is first mentioned in history in 633.

Leaving Coblenz, the first station on the right bank is

CAPELLEN (*Hotel: Stolzenfels*), where by means of a steam ferry connection is made for EMS and Nassau. Above Capellen rises the Castle of Stolzenfels, a residence presented by the City of Coblenz to the present Emperor.

Upon the right bank of the Lahn, which here flows into the Rhine, is the village of

NIEDERLAHNSTEIN (*Hotel: Douquet*), population 2,500. Opposite, at a little distance, is the Castle of Lahneck, the property of an English gentleman.

Upon the right bank is the village of

OBERLAHNSTEIN (*Hotels: Keizer, Wenzel*), population 2,000. Containing a château of the Electors of Mayence, built in the fourteenth century.

A little below is RHENSE, R. Close by the main road is the KÖNIGSSTUHL, a sort of open temple, where the German Electors met, in the open air, to deliberate upon the affairs of the empire. The ruins of the castle of MARXBURG, upon the right bank, crown the hill above the village of BRAUBACH, L. (*Hotel: Philipsburg*).

The next station is

BOPPART, R. (*Hotels: Post, Clossmann, Rheinischer Hof*), the Baudobriga of the Romans, population 4,200. Its origin is due to a castle built here by Drusus. On the left bank is the village of Ehrental, near which there are mines of silver, lead, and copper. We now pass the villages of Nieder-

Kestert and Ober-Kestert, opposite to which, on the left bank, is the village of Hirzenach, with a church.

Further on, upon the left bank, is

ST. GOAR (*Hotels: Rheinfels, Krone*), population 1,500.

Opposite St. Goar is the village of

ST. GOARSHAUSEN, L. (*Hotel: Adler*), population 1,000.

Upon a rock in the rear of the village are situated the ruins of the CAT and MOUSE. Very pleasant excursions can be made from here. The river is bordered by high rocks. On the left rises the imposing LURLEI, which has been made the subject of many legends, the most celebrated among which are those by Brentano and Heinrich Heine. A railway tunnel has been made underneath this rock. We then reach

OBERWESEL, R. (*Hotels: Rheinischer Hof, Goldener Pfropfenzieher*), population 3,000. Opposite this, on the left bank, is CAUB, a village of 1,600 inhabitants (*Hotel: Grunewald*). It was at this place that, on the night of the 1st of January, 1814, the Prussian army, under the command of Blücher, crossed the Rhine. We now proceed to

BACHARACH, R. (*Hotels: Post, Wasum*), population 1,500. Long celebrated for the quality of its wines. Its name signifies "altar of Bacchus" (*Bacchi ara*). It is said that Pope Pius II. purchased a cask of this wine every year, and tradition states that the city of Nuremberg obtained its freedom in return for an annual tribute of four casks of the wine of Bacharach. The following are wine merchants:—

I. P. Reinhardt.

H. J. Amberg.

C. Streulein.

On the right bank, a little further on, are the ruins of the castle of HEIMBURG, overlooking the village of Nieder-Heimback.

On the left bank, a little below, is the village of LORCH (*Hotels: Schwan, Rheinischer Hof*), population 1,800, at the junction of the Wisper and the Rhine.

After passing the village of Trechtingshausen, we see on the right bank the ruins of RHEINSTEIN or FALKENBURG,

destroyed by the Rhine League in 1252. It was afterwards rebuilt. A little further we reach

ASSMANSHAUSEN, L. (*Hotels: Anker, Krone*), near which a famous red wine of that name is grown. A little further on is the castle of RHEINSTEIN, one of the oldest upon the Rhine. It was purchased in 1825 by Prince Frederick of Prussia, by whom it was carefully restored. The interior is furnished in the style of the Middle Ages, and contains some good paintings and a rich collection of armoury.

After passing the Bingerloch the river bends, and we see upon the right bank

BINGEN, R. (*Hotels: Victoria, Bellevue, Weisses Ross*), population 6,000. Here connection is made for Creuznach. The following are wine merchants:—

Gebrüder Scholz.  
Mayer & Coblenz.  
Allmann & Schnaubert.  
Andreas Harling.  
A. Goebel Söhne.  
Feist & Reinach.  
J. P. Grün.  
Friedrich Vogt.  
Heinrich Bruck.

Opposite Bingen we see

RUDESHEIM, L. (*Hotels: Darmstadter Hof, Rheinsteint*), population 3,000. Celebrated for its wines, which are grown upon the hills at the back of the town. They are among the best of the Rhine wines.

A pleasant excursion can be made to the Niederburg, or Broemserburg, close to the Rhine. It existed in the time of Charlemagne, and afterwards belonged to the Archbishops of Mayence. The following are wine merchants:—

Dilthey, Sahl, & Co.  
Diettrich & Ewald.  
Jung & Co.  
Peter Espenscheid.  
Gebrüder Schlupf.  
J. P. Schäffer.



Winkel & Rothenbach.  
Schulz & Reuter.

The next station is  
GEISENHEIM, L. (*Hotels: Schlitz, Stadt Frankfort*), population 3,000.

The following are wine merchants :—

C. Söhnlein.  
A. Quittmann.  
Gebrüder Hoehl.  
Rothe & Thorndike.  
Mattheus Müller.

At a short distance from the river rises the  
CHÂTEAU OF JOHANNISBERG. The hill is completely covered with vines. Since 1813 this estate has belonged to the Metternichs. The chapel contains a monument erected by Prince Metternich to the memory of his tutor, the historian Vogt. The terrace in front of the château affords a magnificent view. According to the old chronicles, Ruthard, Archbishop of Mayence, founded a priory on the spot where the château now stands. It was burned in 1552. During the Thirty Years' War the Swedes destroyed what the flames had left standing. In 1716 the Abbot of Fulda purchased the estate, and having built a castle, planted the ground with vines. The vineyards occupy a little less than seventy acres. The best wine is grown close to the château, partly over the cellars.

The next station is HATTENHEIM, population 1,000. The famous Marcobrunner wine is grown in the immediate vicinity. We pass

ELTVILLE, L. (*Hotel: Reisenbach*), population 4,000. Here are several champagne makers. The scenery becomes less interesting as we reach

MAYENCE (*Hotels: d'Angleterre, Rheinischer Hof, Holländischer Hof*), population 43,000. Situated on the left bank of the Rhine, opposite to the mouth of the Main, and 20 miles west-south-west of Frankfort.

The trade, particularly transit, is extensive, being greatly facilitated both by water communication and railway; it has



in recent times greatly increased. The principal articles are wine, cereals, and timber.

The manufacture and preparation of fancy leather is of some importance; hats, glue, vinegar, tobacco, and musical instruments are other branches of industry. The value of exports to the United States of fancy leather during the last two years varied from \$200,000 to \$300,000 annually, and close upon \$100,000 worth of jewellery and precious stones figure in the export lists, while the item of wine, beer, and cider is valued at nearly \$200,000. Drugs, chemicals, and dyes exported to the United States were valued in 1874 at \$47,906. Hops foot up during the same period \$49,638. Other articles of importance comprise hatters' furs, fancy leather goods, stationery, printing ink, mineral water.

The following are wine merchants:—

Oehlschläger & Schuster.	H. Cornely & Co.
Gebrüder Massbach.	Abresch & Co.
M. Kleemann & Co.	J. Oppenheim & Co.
Gebrüder Walther.	E. & F. Cantor.
M. Strauss & Co.	D. Gebhard.
Hayn & Krüger.	M. B. Goldschmidt.
Grünebaum & Söhne.	G. M. Pabstmann Sohn.
H. & G. Hirsch.	Carl Schlitz.
J. Heilbronner & Co.	M. H. Arens Sohn.
J. Mayer & Co.	Henkell & Co.
Gebrüder Miehel.	Jos. Falck.
Feist & Reinach.	Clemens Lautern.
Gebrüder Felix.	Dennis Oechsner.

Between Mayence two stations intervene—Hocheim and Hattersheim, both celebrated for the wine produced there, when we reach

FRANKFORT-ON-MAIN (*Hotels: Russie, Angleterre, Union, Swan, Roman Emperor*), population 110,000. Until recently an independent city, but now incorporated with Prussia. This is a city of bankers; immense wealth having accumulated here for generations. As such it has great interest to Americans, inasmuch as the investments in government and railroad securities by Frankfort capitalists exceed those of

any other section in Europe. The declared value of exports, as will be seen from the following table, are of some importance, but it is mostly derived from outlying districts, and described elsewhere under the various heads.

*Consul-General of the United States:—*

W. P. Webster, 4, Gallus Street.

*Value of Declared Exports to the United States from Frankfort-on-the-Maine.*

	1871	1872	1873	1874	1875
Bristles . . . . .	\$ 5,337	\$ 584	\$ 588	\$ 2,336	\$ 1,165
Buttons . . . . .	1,770	2,528	4,723	8,406	13,802
Cotton and Linen Goods . . . . .	91,396	146,198	145,082	255,148	181,209
Drugs and Chemicals . . . . .	68,088	47,156	38,225	57,055	181,608
Fruit (dried) . . . . .	2,871	10,668	31,700	109,967	159,901
Glass and Earthenware . . . . .	49,925	18,156	34,428	22,060	13,979
Gloves (kid) . . . . .	33,933	21,806	36,763	12,359	14,758
Hair (human) . . . . .	109,675	77,072	91,474	68,958	27,082
Hardware, &c. . . . .	58,679	36,102	12,461	26,109	21,952
Hatters' Goods . . . . .	377,843	323,080	186,102	184,046	173,199
Hops . . . . .		2,871	8,221	74,618	—
Jewellery . . . . .	346,888	261,408	169,518	128,441	100,269
Leather . . . . .	340,776	624,708	440,601	205,387	231,035
Leather Goods . . . . .	32,302	26,989	27,349	34,708	47,222
Macaroni . . . . .		51,946	52,859	25,680	8,786
Mineral Waters . . . . .	2,431	11,980	5,468	20,499	6,182
Miscellaneous . . . . .	11,351	21,601	24,273	43,538	69,766
Perfumery and Soap . . . . .	1,972	1,384	4,264	5,271	681
Pipes . . . . .	21,324	16,726	16,127	17,126	7,709
Printers' Ink . . . . .	4,962	4,254	8,105	9,690	12,014
Seeds . . . . .	—	22,853	9,596	4,761	632
Silk and Silk Goods . . . . .	40,949	43,848	24,592	18,203	26,967
Stationery . . . . .	13,478	23,549	18,907	11,355	39,419
Toys and Fancy Goods . . . . .	51,100	8,432	16,524	25,149	112,029
Woolen Cloths . . . . .	15,398	23,291	4,703	7,149	4,474
Wines, Beer, &c. . . . .	127,524	112,129	115,370	49,251	52,599
<b>Total . . . . .</b>	<b>1,810,019</b>	<b>1,940,736</b>	<b>1,527,418</b>	<b>1,427,378</b>	<b>1,509,046</b>

## ROUTE 38.

## FRANKFORT TO NUREMBERG, BY WURZBURG.

147 miles. *Fares, 1st class, 9.42 florins ; 2nd, 6.30 florins.*



HE first station after leaving Frankfort is OFFENBACH (6 miles), (*Hotels : Stadt Cassel, Engel*), population 25,000. A busy manufacturing place, the chief produce being fancy leather goods, travelling bags, portmanteaus, pocket-books, purses, and an immense variety of fancy goods. The following firms are engaged in this branch of industry:—

Bial & Koch.	Franz Klein.
Ludwig Cahn.	W. Klein.
Dickerhoff & Co.	Lippman & Löwenstein.
Feldmeyer & Bock.	J. Mönch & Co.
Franke & Crantz.	E. Posen & Co.
Goldschmidt Gebrüder.	F. A. Rust & Sohn.
C. Haas & Co.	Schwabacher & David.
W. Herminghausen & Co.	Strauss Gebrüder.
A. L. Hoffmann.	L. Wolf & Co.
S. Horn.	

*Curriers and Manufacturers of Fancy Leather.*

H. J. Spichartz.	Meyer & Feistmann.
Maury & Co.	

There are several paper and chemical works. Oil-cloths and metal goods form other branches of industry, in addition to the manufacture of cigars and snuffs, which occupies several thousand hands.

*Machine Makers ; Brass and Iron Founders.*

Collet & Engelhard.	Ph. Cranz.
Ferd. Flinsch.	A. R. Seebass & Co.
Gebrüder Schmalz.	Ludwig Becker.

*Wine Merchants.*

P. J. Wieber.	Ferd. Doering.
S. Wüstefeld.	Michel Oppmann.
J. Manz Sohn.	J. Siligmüller.

A wool-spinning concern is carried on by the firm of

J. Thaler,

and a machine and paper factory at Oberzell, a few minutes from Würzburg, is owned by

Koenig & Bauer.

The next station is

KITZINGEN (95 miles), celebrated for the production of beer; we then come, after passing numerous small intermediate stations, to Neustadt (124 miles), and reach

FÜRTH (140 $\frac{1}{2}$  miles), (*Hotel: Drei Kronen*), population 20,000. The commercial interests of Fürth are identical with those of Nuremberg, the speciality of Fürth being the manufacture of looking glasses and fancy goods.

*Bankers.*

J. Emil Wertheimer.  
Rindskopf & Co.

*Commission Merchants, Dealers, and Manufacturers of Toys and Fancy Goods.*

Ullmann & Englemann.  
G. H. Benda Wittwe & Sohn.  
G. Gayersberger, sen.  
M. Besel.  
Stanglen & Eckart.  
Daniel Ley.  
D. B. Holländer & Co.  
Carl Brüll.  
Leop. Illfelder, & Co.  
I. Lilienthal.

*Looking-glass Manufacturers.*

P. Behringer.  
S. Benedict & Söhne.

L. H. Gosdorfer Erben.  
 S. D. Hechinger.  
 G. Hechinger.  
 L. Heilbronn.  
 J. P. Leber.  
 Jos. Offenbacher.  
 S. Burdit & Söhne.  
 Moritz Cohn.  
 L. Haussmann & Co.  
 L. J. Fleischmann.  
 L. Brandies, jun.  
 J. W. Berlin.  
 A. K. Weinschenck Sohn.  
 Fleischmann & Co.  
 J. Bache & Co.

Manufacturers and wholesale dealers of Nuremberg goods, bronze powders, tin foil, leaf metal, and leonic wares :—

G. Benda.  
 J. Brandies & Co.  
 C. Epermüller.  
 G. L. Fuchs & Söhne  
 J. Offenbacher.  
 Paul Segnitz & Sohn.  
 L. Stoeber Sohn.  
 Gustav Lepper.  
 Leop Kohnstamm.  
 Eiermann & Tabor.

*Woollen Clothes and Hosiery Manufacturers.*

J. B. Ochs.  
 Berolzheimers Erben.  
 J. J. Brandeis.  
 J. P. Heilbronn.  
 Ph. Heilbronn & Sohn.  
 W. M. Weikersheimer.

*Lead Pencils, &c.*

Berolzheimer & Illfelder.

NUREMBERG (*Hotels: Baierischer Hof, Strauss, Rothes Ross*), population 80,000. Third city in the kingdom of Bavaria; once the greatest and most wealthy of all the free cities of Germany. It is situated on the Pegnitz, the Ludwig Canal, and the great Bavarian railway, from Augsburg to the frontiers of Saxony, 95 miles north of Munich. It stands in a sandy but well-cultivated plain, and presents a very striking appearance.

It has a large carrying trade, being the centre of a network of railways which put it into direct communication with all the principal cities on the continent. As an indication of the rapid growth of this city it may be stated, that while in 1861 it had 61,000 inhabitants, the census of 1871 showed an increase of 11,000, or 16 per cent. in ten years.

The manufactures and trade were at one time very extensive, and almost all the streets derive their names from the particular branches of industry carried on in them. Many important inventions had their first existence here, especially wire-drawing and fire-arms.

It was in Nuremberg that watches were first made, being called from the form "Nuremberg eggs."

An old saying, illustrating the flourishing state of commerce, is, "Nürnberg's Tand geht durch's ganze Land," or, "Nuremberg wares are to be found everywhere."

The chief articles manufactured now are, toys and lead pencils, the celebrated Faber pencils being manufactured at Stein, near the city. Pins, needles, bronze powders, silver and gold wire, gold leaf, beads, looking-glass, &c., are among the articles of export.

The ultramarine and colour works of Heyne and Zettner are in the suburbs. Cramer and Klett manufacture locomotives and railroad cars in their extensive establishment near the city. This firm furnished all the iron-work for the magnificent railway-bridge across the Rhine at Mayence. The hop trade is an important one in Nuremberg, a great deal being exported to France, England, Northern Germany, and even to America. The best hops come from the neighbourhood of Spalt and Kleinfeld, in Middle Franconia, from the Halledan district in Upper Bavaria, and also some from Bohemia.



*Bankers.*

J. C. Knopf & Sohn.	J. Emil Wertheimer.
Mayer Kohn.	Vereins Bank.

*Merchants and Wholesale dealers in Nuremberg wares, Manufacturers of Toys, Fancy Goods, Colours, &c.*

Heyne & Zettner.	Supf & Klinger.
Amon & Caspart.	J. A. Meissenbach.
Beck & Koehler.	Beit & Fleischmann.
Berger & Ziegler.	Paul Ruprecht.
Eckart & Co.	Paul Cnopf.
Gugler & Co.	Heinrich Scharrer.
Fuchs & Co.	A. Klein.
Insam & Prinoth.	A. Wahnschaffe.
H. Schrag.	Bauerreis & Müller.
G. G. Fendler & Co.	Jesselsohn & Zahlweis.
Hagg & Co.	C. F. Eckhardt.
M. C. Huber.	Wilh. Fuchs.
Mohrhardt & Zahn.	Dormitzer & Co.
Zimmermann & Co.	Hirschmann & Co.
H. & C. Reich.	E. Lampe.
Birckner & Hartmann.	Fechheimer & Co.
Fleischer & Co.	G. F. Braun.
Hecklers Erben.	H. M. Kraft.
G. E. Schaetzler.	Pabst & Lambrecht.
J. B. Söllner.	Leonh. Taub.

*Hop Merchants.*

Scharrer & Söhne.	Gerugas & Frauenfeld.
Gebrüder Bernert.	Scharrer Gebrüder.
Heinr. Hellmann.	Forchheimer & Co.
M. Gutermann.	Leopold Alexander.
S. Tuchmann & Söhne.	Mayer Kohn.
Seckendorf Levino & Co.	Gebrüder Lerchenthal.

*Bronze and Metallic Wire, Leonie Ware.*

C. Held.	J. B. Stieber & Sohn
S. H. Steurer.	G. A. Beckh.
J. P. Ammon.	Weiss, Feiertag & Schlenk.
E. Kuhn.	Ernst Schwemmer.

Crämer & Co.	J. G. Reich.
Moritz Pohlmann.	H. W. Weidner.

*Pencils, Slates, and Lithographic Stones.*

G. W. Sussner.	Grosberger & Kurz.
J. D. Wiss.	Pabst & Lambrecht.
J. Huber & Co.	G. C. Beissbarth & Sohn.
Schmidt Gebrüder.	I. D. Warbach.
A. W. Faber.	G. F. Faber.
P. Staedler & Sohn.	G. M. Gutenacht.

*Manufacturers of Drugs and Chemicals.*

Gebrüder Gagstetter.	Raum & Zirngoebl.
Götz & Neuschäfer.	Grundherr & Haertel.

*Decalcomania.*

J. G. Martin.	Theo. Loeder.
Martin Weigel.	Schimpff & Hofstetter.
Georg Brunner.	C. A. Pocher.

Lithographic stones from the neighbouring quarries are largely dealt in at Nuremberg. The following firms are engaged in the export trade of this produce:—

Fischer & Kluge	at Pappenheim.
Actien Verein	Solenhofen.
Joh. A. Schindel	„

*American Consul.*

James M. Wilson. Official residence, 10, Fürther strasse.

## ROUTE 39.

## DRESDEN TO CHEMNITZ AND ZWICKAU.

To Chemnitz, 52 miles. Fares, 1st class, 8·10 marks ;  
2nd, 5·40 marks.

To Zwickau, 82 miles. Fares, 1st class, 10·40 marks ;  
2nd, 6·90 marks.



HE railway runs through a very picturesque valley, the Weisseritz. Passing the Plauen Grund, the Castle of Begerburg, Potschappel, and the Rabenauer Grund, it reaches

THARANADT, 9 miles south-west of Dresden (*Hotel: Deutsches Haus*). Seat of a Royal Forest Academy. There are bathing establishments and several mills.

The next station is

FREIBERG (27 miles), (*Hotels: Saxe, Hirsch, Schwarzes Ross*), population 40,000. This is the great centre of mining operations of the district. The silver mines here produce annually the value of about one million and a half dollars. There is a mining school, the best probably in Germany, much frequented by American students.

Leaving Freiberg we pass through magnificent scenery, especially on nearing

OEDERAN (27 miles), (*Hotel: Post, Railway*), population 8,000. Here are situated several establishments for the manufacture of bed-ticks and other heavy cotton and linen goods, carpets, flannels, and a variety of other woollen and mixed fabrics.

The following are engaged in these various branches of enterprise :—

Carl Schwan.  
H. Uhlemann.  
Adolph Beyer, jun.  
F. F. Foerster.  
C. F. Berger.  
C. R. Berger.  
Moritz Berger.

E. A. Foerster.  
 W. Oertel.  
 W. Schilling.  
 Wimper, Witwe, & Sohn.

The next station is

FALKENAU (42½ miles), then follows

FLÖHA (44 miles). From this place branches off a railway to ANNABERG, an important manufacturing centre for ladies' white goods, curtains, trimmings, embroideries, &c. (For description see Route 26.)

Passing Nieder-wiesa, we reach

CHEMNITZ (*Hotels: Römischer Kaiser, Stadt Gotha, Stadt Berlin*), population 60,000. Situated in a beautiful well-watered valley at the confluence of the Chemnitz and the Kappel. Here is the principal manufacturing centre of Saxony, celebrated chiefly for hosiery, which rivals in quality and cheapness any other make. There are but few factories; the stocking weavers for the most part work at their own homes. Several reputed machine factories, as well as others for woollen and linen, damask and other goods, suitable for furniture, have a world-wide reputation, the latter occupying between 3,000 and 4,000 Jacquard looms. Three or four centuries ago Chemnitz was a free imperial city, and even at that time it had a reputation for its cotton goods. A century back it was estimated that 2,000 looms were at work, supplying all the cotton fabrics at that period used in Germany.

*Bankers.*

Kunath & Nieritz.  
 Haase & Sohn.

*Calico Printers.*

E. Rein & Co.  
 Carl Weber.  
 Weber & Söhne.  
 C. F. E. Wolf.

*Cotton Spinners.*

Burchardt & Philipp.  
 Bürger & Kühne.

Chemnitzer Actienspinnerei.

E. J. Claus.

Fiedler & Lechla.

R. C. C. Franck.

Hösel & Co.

Hugo Heymann & Co.

C. G. Hoffmann & Söhne.

J. F. Hübner-Brückner.

B. Kraner.

Ed. Lochmann.

J. D. Oehme & Sohn.

C. M. Riedig.

W. G. Schmidt.

Germania (Schwalbe & Sohn).

C. A. Tetzner & Sohn.

Trübenbach & Reissig.

Wangelin & Zeuner.

J. C. Weissbach & Sohn.

Zimmermann & Co.

*Manufacturers of Cotton Goods.*

Robert Albrecht.

Becker & Schrapf.

F. Burger.

Eckardt & Sohn.

G. F. Feudel.

Flade Gebrüder.

Heinrich & Maschner.

Hösel & Söhne.

C. F. Köhler.

F. W. Liebscher.

Neubert & Hunger.

Iwan Satlow.

F. W. Schott.

C. G. Schreiter.

C. W. Schüffner.

A. F. Siegel.

E. Stork.

Carl Weber.

Weber & Söhne.  
 F. H. Wilke.  
 C. F. E. Wolf.  
 Ziegler & Rein.

Manufacturers of shawls, damasks, mixed woollen and cotton dress goods:—

Emil Arends.  
 C. F. A. Beutler.  
 Fuchs & Franke.  
 Goeritz Gebrüder.  
 Hübsch & Rümmler.  
 C. W. Kluge & Sohn.  
 F. Köhler.  
 E. Kornick.  
 C. E. Krumbiegel.  
 Ed. Lochmann.  
 E. Lohse.  
 Oppelt Gebrüder.  
 Julius Rothe.  
 Schwabe & Schubert.  
 Seyffert & Breyer.  
 C. W. Seyffert.  
 G. F. Söllheim.  
 C. F. Thümer.  
 W. Vogel.  
 L. & W. Voigt.  
 J. A. Wilde.  
 C. F. Breitfeld.  
 G. T. Feudel.  
 Emil Iahn.  
 W. Lorenz.  
 Adolph Schlansky.  
 Hermann Buhler.  
 Otto Findeisen.  
 C. G. Heigis.  
 Otto Hugenberg.  
 F. L. Jacobi.  
 Liebeskind & Reiche



Marbach & Weigel.  
 Carl May & Co.  
 Otto Meyer & Co.  
 Gustav Novack.  
 A. Steidten & Co.  
 F. Waldau.

Manufacturers of gloves and hosiery :—

Wex & Söhne.  
 Bretschneider & Co.  
 E. Creutznach Nachfolger.  
 H. Staerker.  
 M. S. Esche.  
 Gebrüder Herfurth.  
 Friedrich & Sohn.  
 Gottlieb Hecker & Söhne.  
 Neuber & Hauck.  
 Heinr. Gulden.  
 Otto Hinkel.  
 Nottingham Manuf. Co.  
 Ulrich & Pornitz.

*American Consul.*

Louis E. Cropsey.

Chemnitz may with profit be turned into headquarters for excursions to neighbouring manufacturing stations. The majority of these stations can be reached by rail, and in the following pages will be found a few excursions, with the names of manufacturers.

Leaving Chemnitz on the road running to Leipzig the first station is **BAHRMÜHL** ( $4\frac{1}{2}$  miles), then we reach **WITTGENSDORF** ( $6\frac{1}{2}$  miles), whence a branch line turns off to

**HARTMANNSDORF** ( $2\frac{1}{4}$  miles).

Cotton and silk hosiery manufacturers:

Schmidt & Harzdorf.  
 Kellner & Dehling.

The next station is

**LIMBACH** (4 miles), where are found the following hosiery manufacturers :—

Reinhold Esche.  
 C. F. Hertel.  
 J. G. Hoyer.  
 Huber & Co.  
 C. W. Matthes.  
 F. Naumann.  
 H. G. Paul.  
 Reichardt & Groljan.  
 Scherf & Gerhardt.

Leaving LIMBACH and returning to Wittgensdorf we continue the travel on the main line, and next reach

BURGSTÄDT (9 miles from Chemnitz). Here are resident the following

*Glove and Hosiery Manufacturers.*

C. G. Hähle-Winkler.  
 Wilhelm Kühn.  
 C. B. Lindner, jun.  
 Gustav Lungwitz.  
 G. E. Wolf.  
 Winkler & Gaertner.

CHEMNITZ TO ZWICKAU.

30 miles. The road passes through Siegmars and Hohenstein, and reaches

GLAUCHAU (72 miles from Dresden), (*Hotels: Deutsches Haus, Adler*), population 25,000. On the bank of the Mulde—a well-built city situated partly in a hollow, and partly on a series of steep and picturesque eminences. Woollen and linen goods are manufactured here, merinos, and other dress goods, carpets, shawls, and hosiery.

*Banker.*

Ferd. Hayne.

The following firms rank among the most important:—

Gliesmann & Meyer.  
 H. Bähr.  
 Ernst Boessnek.

Carl Götze.  
 D. F. Grau.  
 Kratz & Burg.  
 L. Leuschner.  
 Lindemann & Müller.  
 F. Petzold.  
 Otto Reuter & Co.  
 J. F. Schädel, jun.  
 Schumann & Heidner.  
 Seydel & Söhne.  
 C. W. Strauss & Co.  
 G. A. Tasch Nachfolger.  
 G. Baessler & Co.  
 Bernhard Kuhn.  
 C. A. Schirmer.

The next station is

MOSEL (77 miles), and then we reach

ZWICKAU (*Hotels: Wagner, Anker, Grüne Tanne*), population 25,000. 82 miles west-south-west of Dresden, situated in a beautiful valley watered by the Mulde, which is here crossed by three bridges. It has important chemical manufactures, wool-combing, machine-building. Wool-spinning, cloth and paper-making, as well as oil mills, and manufactures of porcelain and glass, are the chief interests of trade.

It lies in the centre of a rich coal district, and in its vicinity are about 200 furnaces for the burning of coke.

In the neighbourhood of Zwickau are situated the following establishments:—

#### SCHLETTAU.

##### *Trimming Manufacturers.*

Louis Edelmann.  
 H. Greifenhagen.  
 August Schreiber.  
 M. Greifenhagen & Co.

## CHEMNITZ TO ANNABERG.

Passing successively through Niederwiesa, Flöha, Erdmannsdorf, and Waldkirchen, we reach

ZSCHOPPAU (*Hotels : Hirsch, Post*);  
thence through

Scharfenstein, Wolkenstein, Wiesenbad, and Schönfeld, all of which are engaged in producing white goods, we come to

ANNABERG. (*Hotels : Wilder Mann, Gans, Museum*), population 8,000, situated 1,800 feet above the level of the sea, among hills containing mines of silver, tin, cobalt, and iron. The manufactures are very important. The ribbon trade is carried on with all the most recent scientific improvements, and notwithstanding the competition of Lyons, yields large returns. The ornamental gauze, flower ribbons, silk stuffs, and oil cloth bear a high name.

Manufacturers of lace goods, embroidery, trimmings, cotton and silk gauze, guipures, &c. :—

Eisenstück & Co.  
G. Wilde & Co.  
Gebrüder Haenel.  
E. C. Haenel.  
Holding & Knapp.  
C. Aug. Gerischer.  
Chas. Gerhard.  
T. M. Fischer.  
H. Springer.  
G. E. Hoefler.  
G. C. Müller.  
H. Roehling & Co.  
Brodengeyer & Co.

In the vicinity of Annaberg is situated another industrious place, namely :—

BUCHHOLZ, where a number of firms are established who manufacture and deal in a variety of

*Trimmings and Embroidered Goods.*

G. F. Bach Sohn.  
Gustav Buchler.

F. Edelmann.  
Carl Grund & Co.  
Hammer & Schnabel,  
H. Helweg.  
C. Louis Hofmann.  
C. Mathesius.  
F. Müller.  
C. Roser.  
J. Schneider & Co.  
A. Swoboda & Co.  
Gebhardt & Langer.

*Alle Firmen, und Wohnungs, Veränderungen oder sonstige  
Mittheilungen für Kommende Auflagen richte man gefälligst an*

MESSRS. WHITTINGHAM AND WILKINS,  
*Chiswick Press, Tooks Court,  
Chancery Lane, London, E.C.*

*Oder an*

D'HERN MAX FRIEDLÄNDER,  
*2, Scharren st.,  
Berlin, C.*

## ROUTE 40.

## BERLIN TO LEIPZIG.

119 Miles. 1st class, 15.40 marks; 2nd, 11.80 marks.

**L**EAVING Berlin by the Anhalt Bahnhof, we pass, on the left, the Kreuzberg, and obtain a view of the tower of Teltow on the right. The first station is GROSS BEEREN (12 miles). Here a cast-iron obelisk is raised in memory of the victory gained over the French in 1813. Passing Trebbin and some minor stations, we reach

LUCKENWALDE (31 miles), a small but industrious place of about 8,000 inhabitants, with many breweries, distilleries, and numerous woollen-cloth factories, viz. :—

C. G. Bock.	F. Krelling.
H. Bock.	C. Laue.
Ph. Böhme.	Gebrüder Münnich & Co.
C. F. Bönicke.	L. Otto & Söhne.
H. Bossart.	Salomon & Sternberg.
C. Emisch, Jr.	W. Schiefer.
C. Emisch Söhne.	Schlüter & Ginow.
Gebrüder Heinrich.	Tannenbaum, Pariser, & Co.
G. Hempke.	Jul. Tietz.
Gebrüder Hiltmann.	L. Zschokke.

The next station is

JÜTERBOGK (42 miles), population 5,500, likewise celebrated for its woollen cloth manufacture. The following are among the most prominent :—

G. Kleinecke.	Carl Mechel.
Schüler & Wahn.	F. E. Baatz.
G. Weslau & Sohn.	

Passing by ZAHNA, we come to

WITTENBERG (60½ miles), (*Hotels: Adler, Weintraube*), We cross the river Elbe, and after three intervening stations reach



BITTERFELD (88 miles).

Here the line branches off to Halle, thence to Erfurt and Cassel. (See Route 47.)

Passing two more unimportant stations, we reach

LEIPZIG (109 miles), (*Hotels: Prusse, Russie, Hauffe, Baviere, Rome*), population 115,000. Leipzig is the most important commercial place in Saxony, and among the wealthiest cities in Germany. It is situated in a vast plain, at the confluence of the Elster, the Parthe, and the Pleisse.

The city boasts of the largest university in Germany, and also of the most renowned academy of music; and here is likewise a commercial college of great repute.

The immense commercial prosperity of Leipzig has been acquired by reason of the annual fairs held here since time immemorial. With the extension of railways throughout Europe and the changes consequent thereon in commercial relations of the world, the importance of these fairs has somewhat diminished. Nevertheless, the fairs continue still to serve as a nucleus to various operations. Leipzig has been to many branches of trade what the "clearing house" is to banking interests. The analogy seems clearly established when it is remembered that goods purchased at the Easter fair were generally expected to be paid for at Michaelmas, and if a customer failed to put in an appearance, he was, as a rule, looked upon as a defaulter. In former years, when the means of communication delayed the transit of goods for as many weeks as days are required at present, retail dealers, especially those coming from a long distance, were compelled to lay in stocks to last a long time, many of them lacking an opportunity to replenish stocks till the next fair came on. Of course, this has been vastly changed, but Leipzig holds its own, all the changes notwithstanding. As a rule the channels of trade are not easily diverted, but remain in the old groove for a long period, and we still see congregated at the Leipzig fairs buyers and sellers from all parts of the globe. The fairs are held at the beginning of the New Year, at Easter, and at Michaelmas.

Leipzig is the great centre of the German book trade. The German booksellers form an association which has its

seat and its Bourse or Exchange at Leipzig, to which they come every year during the Easter fair, to make their settlements. There are 200 book-shops, and 40 printing establishments employ 200 hand-presses, and 50 worked by machinery.

*Bankers.*

Frege & Co.  
 Becker & Co.  
 Vetter & Co.  
 Hammer & Schmidt.  
 H. C. Plaut.  
 Knauth, Nachod, & Kühne.

The firms engaged as commission merchants and exporters of dry goods are of course very numerous; below we enumerate some of the most prominent firms:—

J. G. Trefftz & Sohn.  
 C. Sonnenkalb.  
 Northoff, Thomsen, & Co.  
 G. M. Esche.  
 H. Keilberg.  
 Esche & Hager.

Among other branches of manufactures we enumerate the following:—

*Artificial Flower and Feather Manufacturers.*

W. Besser, jun.  
 R. Fischer.  
 Otto Rossbach.  
 F. Schirmer.  
 Ackermann & Hering.  
 A. H. Bachmann.  
 Erhardt & Grimme.  
 J. Hoppe.  
 A. Hüller.  
 A. Kuhmann.  
 F. H. Lehmann.  
 Neubürger & Ehrt.  
 Schultz & Bodenburg.

The trade in furs forms one of the most important features in the operations of Leipzig, especially during the spring, when buyers and sellers attend from all parts of the globe. Fitches and badgers, rock and pine martin, are brought from districts of middle Europe. The Dutch swan and goose, French and Polish dyed rabbit-skins, Siberian and Norwegian furs, ermine and astrakans, all are seen here exposed for sale. Last, not least, American furs of every description find their way to Leipzig, either direct or from the London auctions. The following are

*Fur Merchants.*

M. Brass.  
 S. Fränkel, senr.  
 G. Gaudig & Blum.  
 N. Händler & Söhne.  
 C. A. Herpich Söhne.  
 O. B. Hoette & Söhne.  
 D. Kolner.  
 J. S. Landsberg.  
 H. Lomer.  
 H. L. Magnus Söhne.  
 C. G. Mann, jun.  
 Maun & Schoch.  
 J. W. Mieses.  
 Oppenheim & Co.  
 Carl Rasim & Co.  
 Roediger & Quarch.  
 J. Rosenthal.  
 Schmidt Gebrüder.  
 Thorer & Keller.  
 Pinny Wolff.  
 J. Bresch & Co.  
 Herm. Beer & Co.  
 Max. Brass, jun.  
 L. Bodeck.  
 M. Bromberg.  
 Eisenbach & Stern.  
 M. Eckersdorff.

Franke & Kauffmann.  
 Chas. A. Herpich & Co.  
 Albert Halberstam.  
 Heidelberg & Czillag.  
 Sortir Keskari.  
 Jules & H. Koenigswerther.  
 H. Koenigswerther Söhne.  
 Louis Littauer.  
 Jm. Meyer.  
 Johann Riso.  
 Alexander Rapaport.  
 Gustav Robolsky.  
 Simon & Büttner.  
 A. Servant.  
 Eugen Schreyer.  
 H. Zimmermann.  
 Jos. Uhlmann.

Next to furs, important transactions take place in raw hides, skins, and every kind of manufactured and fancy leather. Tanners from every part of Europe attend the fairs.

The following firms trade in Leipzig as

*Leather Merchants.*

J. F. Fuchs.  
 B. Goldschmidt.  
 J. L. Graupner & Söhne.  
 F. W. Grothe.  
 H. Hirschfeld.  
 Leonh. Kaupitsch.  
 Georg Krahmer.  
 G. F. Liebers.  
 Emil Nathan.  
 Pick & Friedländer.  
 E. T. Rackwitz.  
 J. Schwalbach.  
 Louis Simoni.  
 Louis Wapler.  
 J. C. Weinold, sen.  
 Weinold & Lange.

The following firms are engaged as

*Manufacturers of Fancy Leather Goods.*

Moritz Mädler.  
 Theodor Pfitzmann.  
 C. E. Pilz.  
 G. Scholtze.  
 E. Von Vaernewyck.  
 Otto Balmann.  
 Förstendorf & Schönecker.  
 C. Kautsch.  
 F. Kühn.  
 Schlegel & Co.  
 F. L. Thiede.  
 B. Goldschmidt.  
 Louis Moni.  
 S. Fuchs.

The book trade, as already stated, has a degree of monopoly at Leipzig. The following list comprises the principal publishers permanently established here, in addition to the firms who are dealers in books, doing a large business with the United States and all transatlantic countries:—

*Publishers.*

F. A. Brockhaus.  
 Bernhard Tauchnitz.  
 Alex. Edelmann.  
 B. G. Teubner.  
 Ernst Keil.  
 J. C. Hinrichs.  
 Fr. Fleischer.  
 Alphons Dürr.

*Book Dealers.*

F. Volckmar.  
 Franz Wagner.  
 Bernhard Hermann.  
 K. F. Koehler.  
 Hermann Fries.

Rud. Hartmann.  
 Ernst Bredt.  
 L. A. Kittler.  
 J. C. Mittler.

The following firms are trading in drugs and chemicals:—

Brückner, Lampe, & Co.  
 Schimmel & Co.  
 E. Sachsse & Co.

The trade in raw silk as well as threaded silk is important ;  
 the firms engaged therein are :—

Bergmann & Co.  
 J. B. Limburger, jun.  
 Berger & Voigt.  
 Gerischer & Co.  
 Baerbalck & Sohn.  
 Louis Plantier.

Many German manufacturers have business establishments in Leipzig, and keep a permanent stock, though their factories are situated elsewhere. Among them are the following:—

*Table Linen and Damask Manufacturers.*

C. G. Kramsta & Sohn.  
 D. Waentig & Co.  
 Friederici & Co.  
 C. A. Becker.  
 C. G. Nitzschke.  
 G. A. Schmidt & Co.  
 Auerbach & Co.  
 Gerischer & Co.

*American Consul.*

John H. Steuart.

*Vice-Consul.*

Henry Van Arsdale.

*British Consul.*

Baron Von Tauchnitz.



## ROUTE 41.

## LEIPZIG TO HOF.

105 miles. *Fares, 1st class, 16.60 marks; 2nd, 11.10 marks.*



N leaving Leipzig by the station of the Bavarian lines, we reach first

KIERITSCH (13½ miles), and passing Breitingen, the next station is

ALTENBURG (24 miles), (*Hotels: Preuss, Hof, Russie, Saxe*), population 19,000. The capital of the Duchy of Saxe-Altenburg and seat of the government. There are a few industries. Ribbons, gloves, and linen goods are manufactured here. There are an association for the promotion of commerce and industry and some scientific and educational societies.

J. L. Ranniger & Söhne are glove manufacturers, and their establishment may probably be taken as the most extensive in this branch of industry in Germany.

The next station is

GÖSSNITZ (36 miles). Market town. On the left bank of the Pleisse. A busy little place, with saw mills, hardware factories, and woollen and mixed fancy dress goods. The firms are enumerated as follows:—

G. Diener.  
 J. Fleischer.  
 J. H. Franke.  
 Alfred Koch.  
 Adolph Meyer, jr.  
 Müller & Stockmeyer.  
 F. Weiske.  
 Anton Wolff.  
 Gebrüder Wolff.

From Gössnitz there is a branch line to Gera. Passing Schmölln, Nöbdenitz, and Ronneberg, we reach

GERA (*Hotels: Frommater, Russischer Hof*), population

23,000. Situated in a beautiful valley on the banks of the Elster: it has manufactures of woollen, cotton, and linen goods, porcelain, stoneware; but the point of interest for American purchasers is chiefly centred in the manufactures of merinoes, thibets, and other fancy dress goods.

The following firms are chiefly engaged in this enterprise:—

*Dress Goods Manufacturers.*

Bruhm & Nögler.  
 Fürbringer & Sohn.  
 Focke & Luboldt.  
 W. Focke & Co.  
 Ueltzen & Völsch.  
 Löblich & Josephson.  
 Carl F. Mengel.  
 Morand & Co.  
 Pitschel & Landkrebe.  
 E. Weber.  
 F. F. Weissflog.  
 Wittmer & Schönherr.  
 A. Münch.

*Musical Instrument Manufacturers.*

Wagner & Co.  
 Wilhelm Spaethe.  
 Richard Dix.  
 Gebrüder Bufe.

*Porcelain Manufacturers.*

Leube & Co.

From Gera, a line of rail continues to Saalfeld; all along which route various branches of industry are exploited, the most important station being

NEUSTADT-ON-THE-ORLA (20 miles), (*Hotels: Böttcher, Löwe*), population 5,000, where we find a number of

*Cloth Manufacturers.*

F. Baumbach.  
 Franz Fritsche.  
 Carl Franke, jun.  
 E. Fritzsche.

W. Göbel & Sohn.  
 Carl Gottschalt.  
 C. F. Gottschalt.  
 Gebrüder Hänsgen.  
 A. M. Keiner.  
 C. F. Könitzer.  
 Ludwig Kolesch.  
 Hermann Kraher.  
 C. A. Küntzel.  
 F. Müller-Albert.  
 Hermann Pohle.  
 Herm Küntzël.  
 R. Schwabe.

Returning thence through Gera to Gössnitz, we resume travel on the main line, and on leaving the latter place reach

CRIMMITSCHAU (42 miles), (*Hotels: Schwarzer Adler*), population 10,000. Situated on the left bank of the river Pleisse. A busy manufacturing place. Principal manufactures: spinning of woollen yarn, weaving of woollen and cotton fabrics, cassimeres, merinoes, vestings, &c. Needles, buttons, and glue are made here, and among other minor industries are dyeing and fulling. The following firms are among the most prominent factories of doeskin, woollen and worsted goods, and spinning mills:—

Beyer & Frohmeyer.	Theodor Pfau.
F. W. Bottiger.	C. F. Dietz.
Theodor Herbst.	Victor Kühn.
Hüffer & Co.	F. W. Liebold.
Hoffmann Gebrüder.	Ed. Beyer.
H. Hüffer.	C. Döhler.
F. Illgen.	C. Moritz Schmidt.
F. Wagner.	Carl Sprengler.
F. W. Weigel.	Schmidt & Biltz.
Weigel & Luckner.	Lange & Müller.
Gebrüder Kuchler.	Grimm & Albrecht.
Oscar Schönfeld.	Gebrüder Schön.
Heinrich Schönfeld.	Oehler Gebrüder.
Wilhelm Förster.	Zeiner & Schumann.

At a few minutes' ride from Crimmitschau there are other factories situated at WAHLEN.

C. F. Lederer.  
Wagner & Baumgarten.

*Spinners.*

Brückner & Co.  
Hollmann & Co.

These firms are engaged in spinning and weaving, chiefly doeskins and fancy dress goods.

Leaving Crimmitschau we reach

WERDAU situated on the Pleisse (49 miles), (*Hotels: Löwe, Saxe,*) population 8,000 (28 miles from Chemnitz). Manufactures of woollen and linen cloth; dyeworks and numerous wool and worsted spinning mills.

The names of cloth and doeskin manufacturers are enumerated in the following list:—

C. W. Tschirner.  
C. B. Schön.  
Gebrüder Leuthold.  
Otto Ullrich.  
Beyer & Querner.  
Gabriel Schön.  
Rud. Hopfer.  
J. T. Schröder.  
Carl Scharf.  
C. G. Baessler.  
David Köhn.

From Werdau there is a branch to Zwickau, an important manufacturing place (described Route 39).

We next come to

NEUMARK (54 miles).

Branching off from Neumark, a short travel brings us to

GREIZ (7 miles), (*Hotel: Eisenbahn Sonne*), population 6,000. It is the seat of the government of the Prince of Reuss-Greiz, situated in a valley on the right bank of the Elster. There are tanneries, dye, and bleach works. Calico and woollen printing, and other establishments for the manufacture of shawls and fancy dress goods.

Ludwig Scharf.  
Scheibe & Meissel.  
Schilbach & Co.  
Schilbach & Heine.  
H. E. Schulze.  
J. G. Schulze.  
Schulze & Wagner.  
Carl Schweitzer.  
C. F. Seckendorf.  
C. A. Seifert.  
W. Seyffert.  
C. H. Strobelt.  
J. G. Wagner.  
Moritz Wagner.  
Libor Webendorfer.  
J. G. Weber & Feustel.  
Heinrich Winterer.  
Aurich & Koeker.  
Anton Feistel.  
Victor Golle.  
Ernst Heidt.  
Franz Müller.  
H. Scheitz.  
E. T. Bauch.  
F. Dietsch & Co.  
Engelhardt & Rein.  
August Feustel.  
Frisch & Meister.  
Glamming & Schleif.  
A. Heller.  
Louis Müller.  
F. Pfenning.  
J. G. Reinhold & Co.  
Ludwig Scharf.  
Weismann & Otto.  
Louis Zippel.

Continuing the route from Neumark the next station is

REICHENBACH (Lusatia), (*Hotels: Lamm, Engel*), population 12,000. Has extensive woollen and cotton manufactures, bleachfields, dye works, oil and vinegar works.

The firms engaged in these various branches of industry are as follows:—

Brodbeck & Co.  
 C. F. Foerster.  
 Glass & Sohn.  
 Theod. Liskowsky.  
 Simon & Stellers.  
 A. Wehnert.  
 F. Bonitz.  
 Scheiterer & Co.  
 Ludwig & Zimmermann.

Here branches off a line of rail to EGER-FRANZENSBAD, a celebrated Spa in Bohemia, with sulphur springs. Continuing our travelling on the main road, we reach

HERLASGRÜN (6 miles), then

LENGENFELD (14 miles), (*Hotels: Sächsischer Hof; Goldener Löwe*), population 5000. Here are several cotton yarn spinners and cloth manufacturers.

F. E. Bechler.  
 Eduard Döhler.  
 F. L. Ehrler.  
 Hofmann & Co.  
 M. Klug.  
 C. F. Lenk.  
 D. F. Paul.  
 Herm. Petzold.  
 Carl Ehrler.  
 Olzmann & Co.

*Flannel and Felt Manufacturers.*

Gebrüder Petzoldt.  
 Fr. Schmutzler.  
 Christ. Petzoldt.  
 G. F. Thomas & Sohn.



The entire population is engaged in the manufacture of muslin, embroidered cotton goods, laces, curtains, and underclothing. The firms engaged in the various branches of industry are as follows:—

C. E. Baumgärtel & Sohn.  
 J. G. Eichler Söhne.  
 Hermann Hofmann.  
 C. H. Mothes.  
 J. G. Müller, jun.  
 C. H. Pechstein.  
 Moritz Reuter.  
 C. F. Roth.  
 B. R. Schneider.  
 C. W. Schneider.  
 Eduard Wettengel.  
 Rudolph Schmidt.  
 F. Mossdorff.  
 Bernhard Schneider.  
 F. W. Seyffert.

We next reach

AUERBACH (18 miles), where, as at the foregoing place, the inhabitants are devoted to the manufacture of white goods, viz.:—Laces, trimmings, fringes, ribbons, curtains, and all kinds of embroidered goods.

Julius Hoffmann.  
 C. L. Doss & Co.  
 Baumann & Co.  
 Carl Hartenstein.  
 Uhlig & Hetzer.  
 Gustav Claus.  
 C. G. Pannert.  
 August Knoll.  
 Carl Knoll.  
 Ottomar Müller.  
 Julius Krickauf.

From Auerbach may be reached by diligence other manufacturing places, first:

EIBENSTOCK (13 miles), (*Hotels: Stadt Leipzig, Rathhaus*).

*Manufacturers of White Cotton Goods, Trimmings, Laces, and Embroidered Goods.*

Haertel & Heymann.  
 R. Müller & Co.  
 Troll & Uhlmann.  
 Louis Unger.  
 C. G. Dörffel Söhne.  
 Rudolph & Georgi.  
 Carl Wahming.  
 Emil Schubart.  
 E. Priem & Co.  
 Ernst Siegel.  
 B. Meischner.  
 August Brandt.

Continuing the route, we reach

KLINGENTHAL (14½ miles)

*Concertina and other Musical Instrument Manufacturers.*

C. F. Doerfel Steinfelser & Co.  
 C. F. Glier, sen.  
 J. F. Grimm.  
 C. G. Herold.  
 F. F. Hess.  
 F. C. Meinel.  
 F. A. Meinhold.  
 C. G. Meisel, sen.  
 Mertz Gebrüder.

A few minutes further we come to

SCHNEEBERG.

*Lace and Embroidery Manufacturers.*

A. H. Benth.  
 Dankwarth & Co.  
 Gläss & Ludwig.  
 L. Gunther.  
 C. & G. Hanel.  
 Körner & Co.  
 Köster & Uhlmann.  
 Lindner & Oelschig.

Männel & Handler.  
 Paulty & Kirchner.  
 Hermann Pohl.  
 M. Schatz & Co.  
 A. Sommer.

From Schneeberg may be reached also by diligence—

SCHÖNHEIDE.

*Embroidery and Lace Manufacturers.*

G. F. Baumann.  
 G. F. Klötzer.  
 A. Kreyssig & Klötzer.  
 Kuntze & Meyer.  
 C. G. Lenk.  
 Merkel Gebrüder.  
 Adam Aschatz & Sohn.  
 C. A. Schlesinger.  
 C. G. Tuchscheerer.  
 H. A. Wahnung.  
 Emil Wild.  
 G. F. Gerischer & Leistner.

Retracing our steps and returning to Auerbach, we thence resume travel on the railroad to Eger, and pass through

FALKENSTEIN (21 miles).

*Trimnings, Lace, Gauze, Muslin and other White Cotton and Silk Goods Manufacturers.*

Gerisch & Sohn.  
 Klappenbach & Co.  
 Klein & Sohn.  
 Schmitz & Sohn.

We then reach

O E L S N I T Z (36 miles), (*Hotel: Engel*), population 5,000. Another important seat for the manufacture of goods as described above, as well as of fancy dress and cotton goods. The firms are as follows:—

*Cotton and Dress Goods Manufacturers.*

Carl Klöber.  
 R. Kretzschmar, jun.

Gebrüder Michael.  
 C. Uebel.  
 Carl Kemnitzer.  
 Kretzschmar & Co.  
 Gebrüder Patz.  
 Michael & Schellenberg.  
 Patz & Co.  
 Stengel & Ebert.

Resuming the journey at Reichenbach we pass through Netzschkan and Jocketa, traversing a magnificent country and beautiful scenery, and reach

PLAUEN (75 miles), (*Hotels: Deutscher Kaiser, Grüner Baum*), population 12,000, beautifully situated in a valley on the left bank of the river Elster (west-south-west of Dresden 80 miles). Manufactures: machinery, scientific instruments, watches, leather, oil-cloths. There are several cotton mills. Muslins, cambrics, lace, and embroidered goods form the staple production. Among the principal houses are the following:—

Anders & Goldermann.  
 J. Bauerfeind.  
 F. L. Böhler & Sohn.  
 J. J. Bodemann & Co.  
 Julius Dreysel.  
 Erbert & Sohn.  
 Anton Falcke.  
 Gebrüder Graef.  
 O. Hartenstein.  
 Hoffmann & Gröhlich.  
 Johle & Possler.  
 Klemm & Steger.  
 F. Kracker & Co.  
 Listner & Buchheim.  
 F. A. Mammen & Co.  
 Meinhold & Nitzsche.  
 A. H. Müller.  
 Müller & Zschweigert.  
 R. Neubauer.

G. F. Schmidt.  
 Schnorr & Steinhauser.  
 Schöppler & Tannschmidt.  
 Stoffregen & Stauss.  
 Zschweigert Gebrüder.

Leaving Plauen, we pass through several unimportant stations. The people around here are excessively poor; still they are very industrious. Leaving Saxony, we enter the domains of the King of Bavaria, and reach

Hof (104 miles), (*Hotels: Goldener Hirsch, Goldener Löwe*), population 15,000. Situated on the Saxon and Bavarian Railway, 28 miles north-east of Baireuth. Has manufactures of woollen, linen, and cotton cloth, several breweries and cotton mills; calico dyeing and printing establishments. The Turkey red cloths manufactured here have a well merited reputation. The goods manufactured here have a large outlet to Eastern markets.

The following are among the principal establishments:—

Gebrüder Gebhardt.  
 Georg Münch & Co.  
 C. A. Rahm.  
 D. Regensburger.  
 J. P. Hoffmann.  
 G. F. Fischer.  
 J. G. Gahm.  
 J. F. Puttner Sohn.  
 H. Gebhardt & Sohn.  
 J. A. Unger.  
 F. W. Naundorf.

Prior to reaching Hof an excursion can be made to

MARKNEUKIRCHEN, a place where nearly the entire population is engaged in the manufacture of musical instruments, guitars, violins, accordions, &c. The following are among the export firms:—

Alb. Bauer, jun.  
 Leander Schultz.  
 Ch. Aug. Hammig, jun.

## ROUTE 42.

BERLIN TO FRANKFORT-ON-ODER AND  
BRESLAU.

224 miles. 1st class, 28·60 marks; 2nd, 21·70 marks.



o intervening stations of importance occur between Berlin and Frankfort. We pass Rummelsburg; Köpnick ( $7\frac{1}{2}$  miles); Erkner (15 miles); and Fürstenwalde (30 miles), population 5,000; here are a few manufacturers of linen and woollen goods.

The succeeding stations are Briesen, Pilgram (44 miles), and Rosengarten. The express trains, however, make no stoppages, and in little more than an hour and a quarter we reach

FRANKFORT-ON-ODER (*Hotels: Deutsches Haus, Goldner Adler, Prinz von Preussen*), population 42,000. Little or no interest attaches to the city in a commercial point of view: still it can be made the centre for excursions to visit the numerous woollen factories situated in the immediate neighbourhood, and the adjoining country, called the *Nieder Lausitz*. The majority of manufacturing places are situated along lines of rail connecting Frankfort with Leipzig, Dresden, and Breslau. One of these routes is the following, viz., from

## FRANKFORT TO BENTSCHEN, THENCE TO GUBEN.

$62\frac{1}{2}$  miles. 1st class, 8 marks; 2nd, 6·90 marks.

The first station on leaving Frankfort is Reppen ( $13\frac{1}{2}$  miles), 4,000 inhabitants, with two factories of worsted yarns, viz.:

C. L. Dobbecke.

C. F. Krüger.

We pass the stations of Sternberg and Kunersdorf, and reach SCHWIEBUS on the Schwemme (41 miles), population 7,000, with numerous woollen cloth factories of more or less importance. We give some of the names of firms engaged in this branch of industry, viz. :—



Jul. Balke.	Kurtze & Masekowsky.
C. Jänicke.	Gebrüder Marggraf.
J. Kallmann.	C. F. Rimpler.
R. M. Kiepert.	Robert Sckerl.
Gebrüder Kramm.	Ad. Sckerl.
Aug. Kramm.	

Continuing the route to Bentschen we change direction and take the rail to Guben; the first station being Bombst; the next is

ZULLICHAU ( $18\frac{1}{2}$  miles from Bentschen and 51 miles east-south-east from Frankfort), population 5,500. Numerous woollen, linen, and fustian factories. Like nearly every town in this district the place is walled in with several suburbs. The scenery is not picturesque, but all these little towns, situated in a fertile plain, are full of business and activity. Some of the woollen factories are given in the following list; there is likewise a factory of silk goods, and another where common carpets are produced.

Aug. Eckardt.	J. Morgenstern.
C. Hemmerling.	G. Schultz.
J. G. Kaiser.	

*Silk Goods.*

E. Baudouin & Co.

*Carpets.*

J. Frost.

We next reach Rothenburg (29 miles), and then

CROSSEN (43 miles), (*Hotels: Albrecht, Drei Kronen*), population 7,500. There is an iron foundry and several earthenware factories, also two important establishments of woollen cloth:—

A. Fleck Söhne.	J. Schultz & Vetter.
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Continuing the line of rail 8 miles further, we resume travel on the road from Frankfort to Breslau, reaching

GUBEN (62 miles from Bentschen and 81 miles from Frankfort), (*Hotel: Blauer Engel*). This is the largest town of the district, having a population of nearly 18,000; it is situated at the confluence of two small rivers, Lubst and Neisse.

There are several worsted spinners and woollen goods manufacturers, amongst which we note the following:—

L. Baack & Co.	A. Wolf Söhne.
F. A. Hennig Söhne.	Julius Schlieff.
E. Michel.	E. Driemel.
Seydell & Pochhammer.	

And the following are hat manufacturers:—

C. Wilke.	Langoer & Sohn.
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Leaving Guben the next important stations are:—

SOMMERFELD (97½ miles), and SORAU (114½ miles), both manufacturing places of some interest.

Passing through HANSDORF and several minor stations, we reach

KOHLFURT (140 miles), an important junction where the road diverges to Dresden and Görlitz. The next station is

BUNZLAU (156 miles), (*Hotels: Deutsches Haus, Kronprinz*); population 6,000; another manufacturing place, and a speciality for china and earthenware. From here we pass through Kaiserswaldau and Haynau, and reach

LIEGNITZ (184 miles), (*Hotels: Rautenkranz, Schwarzer Adler*); population 23,000. There are several woollen factories and other branches of industry.

NEUMARKT (204 miles) is the next station, after which we reach

BRESLAU (224 miles), (*Hotels: Weisser Adler; Goldne Gans*); population 180,000. The third city of the Prussian dominions, and divided by the Oder, but connected by more than 100 bridges. It is the seat of government for the province, has a branch of the mint, national bank, and office for mining productions. It is also the first market for *wool* on the continent. Its manufactures are gloves, plate, jewellery, silks, woollens, linens, and stockings.

## ROUTE 43.

## LOEBAU TO ZITTAU.

21½ miles. *Fares, 1st class, 2·80 marks, 2nd, 1·80 marks.*

**F**ROM Loebau, the station given in the foregoing route, the railroad branches off to Zittau.

Passing through Cunnerad (6 miles), we reach

HERRNHUT (9¾ miles), (*Hotel: Gemein Logis*), a pleasant village, very remarkable in appearance, inhabited by Moravians, a religious sect known as Herrnhuthers.

The population is engaged in the manufacture of linen goods. One of the principal firms is:—

Abr. Durninger & Sohn.

Leaving Herrnhut, the next station is

OBER-ODERWITZ (14 miles) and NIEDER-ODERWITZ. At both these places there are numerous factories of linen goods, enumerated as below:—

## NIEDER-ODERWITZ.

W. Glathe.	H. Michel.
C. F. Hauptfleisch.	B. Reichel.
A. Ludwig.	C. A. Schneider.
C. G. May.	

## OBER-ODERWITZ.

C. F. Bartsch, jun.	C. G. Reichel.
C. H. Bartsch.	J. Rudolph's Erben.
F. E. Bartsch.	G. Schöbel.
C. F. Berndt.	C. S. Wenzel.
C. A. Deckert.	Zschuppe Gebrüder.
A. Ludwig.	

Passing through Scheibe, we reach

ZITTAU (21½ miles), (*Hotels: Sächsischer Hof, Sonne*), population 16,000. A manufacturing town, on the Mandan, near

its junction with the Neisse, 49 miles east-south-east of Dresden, with which it is connected by railway.

° It is the centre of the linen trade of Saxony, and has also numerous print-fields, bleach-fields, dye-works, paper and other mills.

In the vicinity are mineral springs and baths.

All surrounding villages are engaged in the manufacture of linen and mixed cotton goods, enumerated as follows :—

*Bankers.*

Beyer & Co.

*Manufacturers, Spinners, and Yarn Merchants.*

Edelmann & Stoehr.

H. C. Müller.

G. F. Hirt.

T. C. Müller.

L. Guisberg.

M. Beckert & Co.

Beyer Frères & Co.

J. W. Camphausen.

J. Danneber.

F. T. Sthamer.

F. A. Bernhardt.

G. F. Hæbler.

Schmitt & Aesche.

Waentig & Co.

GROSS-SCHÖNAU.

C. F. Hæbler.

C. G. Hæbler Söhne.

Lieske & Hæbler.

Ch. D. Waentig & Co.

G. Weber.

WALTERSDORF NEAR ZITTAU.

*Damask, Towel, and Bed-Tick Manufacturers.*

G. W. Göhle.

J. H. Gülich & Söhne.

## ROUTE 44.

DRESDEN TO GÖRLITZ, THENCE TO  
ALTWASSER.

65 miles. *Fares, 1st class, 10.50 marks; 2nd,  
7.00 marks.*

**P**ASSING successively RADEBERG (10 miles) and BISCHOWSWERDA (23 miles), we reach BAUTZEN (36 miles), (*Hotels: Lamm, Adler, Traube*), population 14,000. This is the centre of industry of the province of Upper Lusatia, and the surrounding villages where linen and woollen goods are manufactured are of easy access from this station.

At a short distance is situated

## WEHRSDORF.

*Woollen, Linen, and Damask Manufacturers.*

J. G. Böhme Nachfolger.

J. G. Böhme & Söhne.

J. G. Richter & Söhne.

J. Fleischer.

Müller & Stockmeyer.

F. Weiske.

Leaving Bautzen and passing successively through KUBSCHUTZ and POMMERITZ, (the district of which is rendered historical by a series of battles which were fought here under the first Napoleon; the allied forces under Blucher were repulsed by the French at Bautzen on May 21st, 1813.)

We next reach

LÖBAU (49 miles), (*Hotel: Bahnhof*), population 10,000. A majority of the inhabitants here are of Slavonic descent, and differ essentially in their social relations from the German population.

The next station is

REICHENBACH (55 miles), and then we reach

GERSDORF ( $57\frac{1}{2}$  miles). The place is divided into two communities, Old and New Gersdorf. The goods manufactured

here consist of cotton and woollen mixed coating and trousering fabrics, as well as alpaca and other dress goods. The following are the names of some of the manufacturers:—

GERSDORF, ALT.

A. Albrecht.  
W. Berndt.  
C. G. Fiedler.  
J. G. Gebauer.  
A. Hoffmann.  
F. Klippel.

GERSDORF, NEU.

H. Herzog & Sons.  
H. W. Herzog.  
A. Albrecht.  
C. G. Albrecht.  
C. E. Bitterlich.  
J. G. Franz, Söhne.  
H. W. Herzog.  
Hielle & Wünsche.  
C. G. Hoffmann.  
F. Hoffmann.  
J. G. Klippel.

We then reach

GOERLITZ (65 miles), (*Hotels: Rheinischer Hof, Victoria, Krone*), population 40,000. Situated on an eminence above the left bank of the Neisse. It has manufactures of woollen and linen cloth, tobacco, and starch, worsted, and other mills and dye works.

Among the woollen cloth manufacturers are the following firms:—

Krause & Söhne.  
Langen & Söhne.  
Lincke & Uhlmann.  
A. Hoffmann & Co.  
Mücke, Ender, & Co.  
Theodor Müller.  
Ernst Geissler.



Görlitz may be reached by a more direct route from Berlin, it being situated on the Berlin-Vienna Railway.

Another road connects Görlitz with Breslau, the journey thereon affords an opportunity to visit the linen districts of Silesia. Subjoined is described the route so far as Altwasser, whence 40 miles more brings us to Breslau.

GORLITZ to ALTWASSER, 81 miles. *Fares, 1st class, 9.60 marks; 2nd, 7.50 marks.*

Passing two unimportant stations, we reach  
LAUBAN (16 miles).

The following names are those of manufacturers of linen goods:—

C. E. Burghart.  
P. Heynen.  
August Lassmann.  
Ernst Lassmann.  
M. Mendershausen.  
Adolph Pietschmann.  
J. G. Queisser.  
J. F. Rost.  
A. Weinert.  
J. G. Zimmer.

Passing through Langenöle, we reach  
GREIFFENBERG (22½ miles), population 3,000, on the right bank of the Quiess.

The next station is

HIRSCHBERG (46 miles), (*Hotels: Löwe, Deutsches Haus, Weisses Ross*), population 8,000. A very ancient city, beautifully situated in a valley at the foot of the Cavaliersberg on the bank of the Bober. This is the central depot for the linen industry, which is extensively carried on here. Hirschberg may be found convenient as a starting point for excursions into the surrounding district, which is studded with small villages, all of which are more or less engaged in the production of linen and mixed cotton goods. A few of them are here enumerated:—

Ulrich & Sackers	Hermsdorf.
Ant. Kuhn	Schömburg.
E. Scholz	”
Carl Schiffner	Herrnstadt.
Gebrüder Mane	”
J. G. Franz	”
Aug. Scholz	Pfaffendorf.
Alex. Schuster	”
Richard Seifert	”
Gustav Thiel	”
F. G. Wagner	”
Carl Walter	”
C. Bittner	”
Ernst Rischer	”
Freidr. Schmidt	”
F. C. Rosenberger	”
Franz Grossmann's Söhne	Tannhausen.
Meyer Kauffmann	”

Leaving Hirschberg, we pass through Schildau, Jannovitz, and Merzdorf to

RUHBANK (60½ miles).

From this place the diligence conducts us to

LANDESHUT (*Hotel: Drei Berge*), where are found the following manufacturers in linen and other white goods:—

J. Buttermilch.

M. Buttermilch.

Cramer & Co.

Caskel Frankenstein & Sohn.

J. Rinkel.

From Ruhbank we reach, likewise by omnibus or diligence, other reputed places for the manufacture of linen goods; among them ranks foremost

LIEBAU, where we find the following manufacturers of the class of goods described above:—

P. Ansorge.

Paul Hanswald.

A. Knappe.

H. Wihard.

Returning to Ruhbank, we reach from there:—

GOTTESBERG (71 $\frac{1}{4}$  miles), thence

DITTERSBACH (75 miles).

*Manufacturers in Linen Goods.*

Jul. Buchaly.

J. Blau.

C. Just.

Wilh. Ludwig & Sohn.

The next station is

WALDENBURG (77 $\frac{1}{2}$  miles).

*Linen Goods Manufacturers.*

Petzold & Hoffmann.

Puschmann & Ottersbach.

We then reach

ALTWASSER (81 miles), situated 1,200 ft. above the level of the sea, with well reputed alkaline and chalybeate springs. From here can be reached in a few hours, again by diligence or other conveyances, many villages where linen and mixed and woollen goods are manufactured, and which are found enumerated below, viz. :—

Maschinen-Wollen-Weberei, N. Reichenheim  
& Sohn, at Wüste-Giersdorf.

Friedr. Pohl, at Nieder-Wüste-Giersdorf.

Tschorn & Bürgel.

F. A. Gocksch, at Wüste-Waltersdorf.

Carl Roessner                                ,,

Aug. Trautvetter                             ,,

Trautvetter, Wiesen, & Co.               ,,

E. Websky & Hartmann                   ,,

C. J. Dietrich, at Dittmannsdorf.

C. B. Wagner Söhne                        ,,

Gebrüder Wahner, at Lehmwasser.

From Altwasser the return route may be taken direct to Breslau (44 miles), or a halt be made on this route at the second station, viz. :

KÖNIGSZELT, 14 miles from Altwasser ; here a road branches

off, along which are important places for the manufacture of linen goods.

On leaving Königszelt, we pass successively Schweidnitz, Jacobsdorf, and Faulbrück; we then reach

REICHENBACH, prettily situated, fortified, and historically of some interest. The trade is not unimportant; the following being among the prominent manufacturers of linen, damask, and mixed cotton goods, drills, and fancy trousering:—

F. B. Junge & Söhne.  
 Franz Katzer.  
 Fr. Aug. Metzsig.  
 Emil Michael.  
 Wilh. Winter Nachf.

In the immediate neighbourhood of REICHENBACH, distance about 6 miles, is situated

LANGENBIELAU,


the most important centre of this district; the following names rank among the manufacturers:—

Christian Dierig.  
 Jos. Felgenauer.  
 G. F. Flechtner.  
 W. A. Franz.  
 Carl Gebel.  
 Julius Oellrich.  
 C. S. Girndt.  
 E. F. Hain.  
 Gottlob Jung.  
 C. G. Klinkhardt & Söhne.  
 Gebr. Matthias.  
 Eduard Müller.  
 Ed. Neugebauer.  
 Julius Neugebauer.  
 Jos. Rasel.  
 J. G. Rauscher.  
 Benj. Riedel.

## ROUTE 45.

## BRESLAU TO CUSTRIN.

157½ miles. *Fares, 1st class, 19·70 marks; 2nd, 15·80 marks.*

HE first station, after leaving Breslau, is SCHMIEDEFELD (3¾ miles), and passing through various unimportant stations we reach RAUDTEN (47 miles), in the neighbourhood of which are situated numerous woollen cloth manufacturers, especially at

## CAMENZ.

F. Bleil.  
 Gruben Gebrüder.  
 Robert Kloss.  
 Adolph Minckwitz.  
 August Müller.  
 J. T. Müller.  
 F. Nosske.  
 H. Nosske.  
 Wilhelm Nosske.

Thence we reach

GLOGAU (60 miles), (*Hotels: Westphal, Deutsches Haus*), a fortified place on the river Oder. Here are several mills for the manufacture of worsted yarns. A branch line runs from here to Sorau and Cottbus.

Passing through Bentschen (72 miles) and Neusalz (80 miles), we reach

GRÜNBERG (88 miles), (*Hotel: Deutsches Haus*), population, 10,000. An important manufacturing place of woollen cloths and mixed goods.

Eichmann & Forstmann.  
 Vereinsfabrik, Fallier, & Co.  
 Albert Goetze.

Benno Korn.

Reinhold Sander.

Schles. Actien-Gesellschaft für Tuchfabrikation.

Sommerfeld & Schoenknecht.

The next station is

ROTHENBURG (96 miles), and thence the route continues to REPPEN (138 miles).

CÜSTRIN (157½), (*Hotels: Adler, Eisenbahn*), population 12,000. A strongly fortified place, situated on the direct road between Berlin and Königsberg. The direct journey, so far as Frankfort-on-Oder, has already been described. (See Route 42).

*Wohnung oder Firmen Veränderungen, so wie sonstige mittheilungen, für die nachst Kommende Auflage sende man gefälligst an*

MESSRS. WHITTINGHAM AND WILKINS,

*Chiswick Press, Tooks Court,*

*Chancery Lane, London, E.C.*

Oder an

HERRN. MAX FRIEDLÄNDER,

*2, Scharren st.*

*Berlin, C.*



## Route 46.

## LEIPZIG TO COTTBUS AND GUBEN.

116 miles. *Fares, 1st class, 16·90 marks; 2nd, 12·70 marks.*

**F**ROM Leipzig we take the route through TAUCHA and JESEWITZ ( $9\frac{1}{2}$  miles), and thence reach

EILENBURG ( $14\frac{1}{2}$  miles), situated on an island in the Mulde, population 9,000. A busy little place, with a large cattle trade and several annual fairs. There are a few cotton factories, also calico printing establishments of some repute. The next station is

TORGAU (32 miles), population 6,000. On the left bank of the Elbe. The place is fortified, and has a considerable trade in cereals. There are likewise some woollen and linen cloth manufacturers. We next reach

FALKENBERG (60 miles), population 2,000. And then we come to

FINSTERWALDE (64 miles). This is the seat of important woollen cloth manufactures; of those engaged in them we name the following:—

Aug. Bieger.

G. M. Bieger.

Carl Botticher.

H. A. Fischer.

C. Freygang.

Julius Garbe.

C. G. Haberland.

Ferd & Aug. Haberland.

T. Haberland.

Carl Hahn.

C. G. Kosswig.

C. G. Liebach.

Rud. Liebach.

Carl Liebe.

G. Mende & Sohn.

Traug. Mende & Sohn.

Aug. Rössler.

Rud. Schäfer.

Joh. Schnabel.

Fr. Schulze.

Carl Straube.

Mor. Tietze.

Ed. Trübe, jun.

E. Trübe, sen.

Gottlob Wolff.

Friedr. Zerning.

Traug. Zwick.

Leaving Finsterwalde we pass through

CALAU (78 miles), and reach

COTTBUS (93 miles), (*Hotels: Deutsches Haus, Eisenbahn*), population 10,000. One of the oldest cities in Lusatia. Woollen and mixed goods are manufactured here.

C. S. Elias.

Heinr. Jäger.

J. S. Kittel & Sohn.

Heinr. Kittel & Sernow.

Louis Kittel.

Adolph Koppe.

Gebr. Koppe.

Hermann Korschel.

C. G. Korschel.

Ludwig Liersch Söhne.

Gebr. Lutze.

F. L. Matthesius.

W. Michovius.

Eduard Michovius.

Oskar Prietsch.

G. L. Schmogrow.

C. G. Schrebian.

M. & O. Sommerfeld.

H. Valte.

Georg Voigt.

Cottbus has direct railroad communication with Berlin, and Frankfort-on-Oder, but continuing the above route, we reach, on leaving Cottbus,

GUBEN (116 miles); for details refer to Route 42.

From Cottbus the road runs to

SORAU (23 miles), see Route 42. From Sorau we can reach

GOLDBERG, where the following firms are among the linen goods manufacturers:

Heinr. Bernhardt.

C. H. Bernhardt.

F. A. Bormann.

Gust. Neumann.

W. Schindler & Co.

Baer & Ruffer.

And on this line the first station is

FORST, population 5,000. Situated on an island of the Neisse, and two suburbs, Alt and Neu Forst. The following are the names of woollen cloth manufacturers located here.—

NEU FORST.

H. Buchholz.  
 Jul. Exner.  
 Louis Grass.  
 Aug. Gebhardt.  
 W. Hammer.  
 Ernst Hammer.  
 R. Hammer.  
 W. Heine.  
 Heinrich Hübner.  
 Jul. Jacovius.  
 Reinh. Jackeschki.  
 Gebr. Medefind.  
 Ernst Menzel.  
 Gebr. Neumann.  
 C. G. Ortmeier Söhne.  
 W. Rüdiger.  
 Chr. Schmidt.  
 Fritz Schmidt.  
 Julius Schmidt.  
 Gottl. Thomas.  
 Wilh. Thomas.  
 Gebr. Traute.  
 Fritz Werner.  
 Heinr. Werner.  
 Fr. Wilde.  
 Wilh. Wilcke.

ALT FORST.

Fr. Klingberg.  
 G. Krabsch.  
 Fried. Menzel.  
 G. Mossdorff.  
 W. Noack.  
 H. Vitzky.

## GERMANY.

A. Wenzel.

G. Ziegler.

## SPREMBERG.

Fr. Richardt.

Gust. Schmidt.

## OBER PETERSWALDAU.

Carl Aug. Ertel.

F. Hofrichter jun.

Julius Jaeschke.

J. G. Marx.

Aug. Süßbrich.

## MITTEL-PETERSWALDAU.

E. Entner Blümich.

W. Hirschberger.

B. Lichey.

Nitsche &amp; Kugler.

F. A. Peter &amp; Co.

Chr. Reichmann.

Carl Schmidt.

## NIEDER-PETERSWALDAU.

G. Dierig.

Ferd. Haase.

C. G. Liebich's Söhne.

B. Langer.

F. W. Rausch.

B. Süßbrich.

## ROUTE 47.

## BERLIN TO FRANKFORT-ON-MAIN

(VIA EISENACH).

335 miles. *Fares, 1st class, 47·90 marks; 2nd, 36·80 marks.*

FROM Berlin we travel over the same road, as described in Route 40, so far as Jüterbogk, and thence proceed to

WITTENBERG (60½ miles), (*Hotels: Weintraube, Stadt London*), population 13,000. It is situated on the Elbe. Here it was that Martin Luther, some time a monk, and afterwards a professor of theology at the once famous University of Wittenberg, posted up his 95 theses. Passing

BERGWITZ (62½ miles), and

BURCKEMNITZ (76 miles), we reach

BITTERFELD (83 miles). This is the junction of the Magdeburg-Leipzig Railway. Four small intermediate stations are passed, and then we reach

HALLE, on the Saale (101 miles), (*Hotels: Stadt Hamburg, Kronprinz*). Population 50,000.

The manufactures include woollen, linen, and mixed goods, hosiery, leather, starch, and chemical products; but the most important of all is salt, obtained from springs, which have been known from a very early period, and are supposed to have given the town its name (Greek, ἄλας, salt). The annual produce is estimated at 12,000 tons.

*Bankers.*

A. & H. Zeising.

H. F. Lehmann.

Passing through Ammendorf we reach

MERSEBURG (110 miles), (*Hotel: Sonne*), population 14,000.

An interesting place, with several cloth and hosiery manufacturers.

CORBETHA (116 miles). Here the line from Leipzig falls in, and the next station is

WEISSENFELS (120 miles), (*Hotels: Schütze, Schwaan*), is a town of 14,000 inhabitants, situated on the Saale, and has a fine port. The body of Gustavus Adolphus, who fell at the battle of Lützen, was brought here and embalmed.

From here a railway branches off to Gössnitz and Gera. For description of both places refer to Route 41. The first station on this road is

ZEITZ (*Hotels: Kronprinz, Löwe*), population 8,000. On the left bank of the White Elster.

It has manufactures of calico, merinoes, cassimere, bombazine, leather, hosiery, gloves, and ribbons.

Several potteries, breweries, and distilleries, and a trade in corn.

The following are among the names of manufacturers:—

Filler & Sohn.  
Gebrüder Eisselt.  
A. Casiraghi.  
J. Marthaler.

NAUMBURG (129½ miles), (*Hotels: Saechsischer Hof*), population 15,000. Beautifully situated in the valley of the Saale, in an amphitheatre of hills, covered with gardens and with vineyards.

The manufactures consist of carriages, playing cards, woollen cloth, hosiery, and leather; the trade is in these articles, in oil, wine, wool, horse-hair, and feathers.

*Manufacturers of Hosiery and Trimmings.*

Gebrüder Tiersch.  
C. F. Eberhardt.  
Fried Brettschneider.

The next station is

KOESEN (134 miles), (*Hotels: Ritter, Kurzhals*). Saline



baths and extensive salt works. In the immediate neighbourhood is situated Auerstadt, where Napoleon, in October, 1806, won an important victory over the Prussians. We next pass through Grossheringen and Sulza, and then reach

APOLDA (146 miles), (*Hotel: Traube*), population 6,000. A busy place, with extensive manufactures of hosiery. The following firms are engaged therein:—

Tepperwein & Wigand.  
 C. Zimmermann & Sohn.  
 Burgel & Roeder.  
 J. G. Böhme Sohn.  
 Spoer & Franke.  
 August Wachter.  
 Carl Weber.  
 C. W. Hähler.  
 Gebrüder Wünschler.  
 F. A. Martini.  
 W. Leutloff.

From Apolda may be reached, at an easy distance, by diligence, the celebrated University of

JENA (*Hotels: Baer, Deutsches Haus*), population 10,000.

Proceeding from Apolda we reach

WEIMAR (160 miles), (*Hotels: Elephant, Erbprinz, Russie*), population 15,000. Here Goethe lived, as well as Herder, Schiller, and Wieland. Some of the apartments occupied by them are on view. The Grand Duke of Saxe-Weimar has his residence here.

Leaving Weimar we pass through Vieselbach, and immediately reach

ERFURT (169½ miles), (*Hotel: Römischer Kaiser*), population 40,000. Advantageously situated near the centre of Thuringia, on the Gera, a great thoroughfare between Frankfurt and Dresden. The place is strongly fortified, and is of great importance as a military depot.

The manufactures consist chiefly of woollen, cotton, and mixed goods; leather, candles, bells, ironmongery, chicory, and liqueurs. There are extensive factories of boots and shoes.

Erfurt is also rendered famous by its nursery gardens. Large quantities of plants, and vegetable and flower seeds, are sent to transatlantic countries. Among the principal seedsmen are the following firms:—

Ernst Benary.  
J. C. Schmidt.  
F. A. Haage, jun.

The well-known "Student Lamp" is manufactured here at the establishment of the inventor, C. A. Kleemann.

DIETENDORF is the next station; here a line branches off to Auerstadt.

GOHA (186½ miles), (*Hotels: Wunsch, Deutscher Hof*), population 15,000. Pleasantly situated on the Leina, crossed by several bridges. The manufactures consist chiefly of woollen, linen, and cotton tissues, hats, carpets, leather, porcelain, musical instruments, and articles in gold and silver, and in the immediate neighbourhood of the city are situated the industries described in the subjoined notice.

*Manufacturers of Toys, Buttons, &c., at Ohrdruff.*

Franke & Co.  
C. F. Kling & Co.  
C. Jacobs.  
Wittwe Carl Paegers.  
Schaedel & Co.  
Gustav Straube.  
E. E. Wenige.

*Toy Manufacturers at Waltershausen.*

J. D. Kestner, jun.  
D. Schneegass & Söhne.  
H. Schuchardt.  
Wiesenthal, Schindel, & Kallenberg.  
A. Wislizenus.

At a distance from Erfurt of about 15½ miles, we reach—

SÖMMERDA. The celebrated factory of Dreyse, the inventor of the needle-gun is situated here. At the works of N. von Dreyse, which establishment claims to be the most extensive of continental Europe, about 1,800 hands are employed in the manufacture of fire-arms and breech-loading ammunition.

The other establishment, known under the style and firm of Dreyse & Collenbusch, has had for a number of years a monopoly for the supply of percussion caps and other articles of war material for the use of the German army.

Resuming the travel from Gotha, the next station is

WUTHA (201 miles). From this station may be reached by diligence—distance,  $5\frac{1}{2}$  miles—

RUHLA (*Hotels: Traube, Rose*), population 4,000. A small watering place on the Ruhle. The entire population is engaged in the manufacture of briar, meerschaum, and other pipes; some of the articles produced here are of great repute. Among those engaged in the enterprise are the following firms:—

Johann Fleischmann.  
 F. Gentsch.  
 Grosch & Schütze.  
 C. Grünwald.  
 J. G. Hellmann & Co.  
 Gebrüder Lux.  
 H. Schenk.  
 Gebrüder Ziegler.  
 G. Ziegler, Söhne, & Co.  
 C. Schütze Söhne.  
 Donat & Deussing.

The next station after Wutha is—

EISENACH (205 miles), (*Hotels: Rautenkranz, Grossherzog v. Sachsen*), population 14,000. This place is rendered historical in connection with Martin Luther, who was incarcerated at the Castle of Wartburg, situated in the immediate neighbourhood.

*Manufacturer of Paints.*  
 Friedrich Eichel.

From Eisenach a road conducts us through Coburg to the Bavarian frontiers. A description of the travel is given in Route 48. Continuing the road towards Frankfort, we reach, after an unimportant intermediate station,

GERSTUNGEN (220 miles), where connection is made with lines running to Northern Germany. We then come to

BEBRA (232 miles). Here again is a junction. On the road to Cassel, branching from here, is situated

MELSUNGEN, where several woollen, buckskin, and doeskin manufacturers are situated, namely:—

A. Gleim & Sohn.

H. Katz & Söhne.

Gebrüder Müller.

Ferd. Schreiber.

Gebr. Zilch.

There is likewise a manufactory of gloves:—

Roessler & Co.

The next station is:—

HERSFELD (240½ miles), (*Hotel: Post*), population 8,000. There are several woollen cloth manufacturers; their names are subjoined:—

Gebrüder Braun.

Conrad Sauer.

Georg Braun.

H. W. Otto.

Ph. Rechberg.

H. & C. Rehn.

P. Roessing.

We pass successively:—

FULDA (268 miles), (*Hotel: Kurfürst*), population 16,000; and

HANAU (322½ miles), (*Hotels: Adler, Karlsburg*), population 22,000; and, passing through Offenbach, reach

FRANKFORT (335 miles).

## ROUTE 48.

## EISENACH TO COBURG AND LICHTENFELS.

95 miles. Fares, 1st class, 13·80 marks; 2nd, 9·20 marks.



QUITTING the station at Eisenach we enter a tunnel, and on emerging come to

MARKSUHL (9 miles), where we enter the valley of the Werra, and then reach

SALZUNGEN (17½ miles), (*Hotel: Curhaus*), population 6,000. Here are saline baths and vapour baths. The next station is

IMMELBORN (20 miles), in the neighbourhood of which are the baths of Liebenstein.

WERNSHAUSEN (26½ miles), a small station whence a branch line connects with

SCHMALKALDEN (*Hotels: Adler, Krone*), population 6,000. An antiquated place of very picturesque appearance, with dark, narrow streets, but a busy, enterprising population engaged in the manufacture of iron and steel ware, shoemaker's tools, and others; files, gimlets, &c. There are also wire-drawing and needle factories. The following names are those who are engaged in these industries:—

R. & E. Lesser.

Kürschner & Witte.

Joseph Erbe.

Ad. Fuchs.

Uttendörfer & Eichel.

H. & A. Wolff.

Burckhardt, Kaupert, & Co.

Beyer, Buttstädt, & Co.

Arnholdt & Köhler.

Simon & Strobel.

After Wernshausen we pass through Wasungen and Walldorf, reaching next—



MEININGEN (39 miles), (*Hotels: Saxe, Hirsch*), population 10,000. This is the seat of the Duke of Saxe-Meiningen; very pleasantly situated.

GRIMMENTHAL (42½ miles) and THEMAR (51 miles) are the intervening stations, the next being

HILDBURGHAUSEN (59 miles), (*Hotels: Rautenkranz, Eng-lisher Hof*), population 8,000. Here are several:—

*Papier-Maché and Toy Manufacturers.*

Andreas Voit.

W. Simon.

The next station is

EISFELD (62 miles), (*Hotel: Post*).

*Toy Manufacturers.*

Gebrüder Kraus.

In the immediate neighbourhood toys, slate pencils, and fancy goods are manufactured. Among the most prominent we notice:—

GRAEFENTHAL.

*Slate (School) Pencils, Marble, &c., Manufacturers.*

Unger Schneider & Co.

Gustav Grünthal.

Hutchenreuther & Co.

H. Müller.

E. Pröschold.

A. Rischpler.

Gebrüder Schippel.

David Windorf.

COBURG (82 miles), (*Hotels: Leuthäuser, Goldne Traube, Grüner Baum, Victoria*). Residence of the Duke of Saxe-Coburg.

A branch line runs from Coburg to the most important business place of the district, namely:—

SONNEBERG (12½ miles), (*Hotels: Krug's, Löwe*), population 8,000.

The following are engaged in the manufacture and exportation of toys, masks, and fancy goods produced in the surrounding district:—



E. Beyer.  
 Emil Bischoff.  
 Theod. Escher.  
 L. Illfelder & Co.  
 Louis Lindner & Söhne.  
 J. N. Lützelberger.  
 C. G. Müller & Sohn.  
 J. G. Escher & Sohn.  
 C. Bischoff & Co.  
 Julius Dorst.  
 H. Engelhardt.  
 A. Fleischmann & Co.  
 Mötschmann & Hüfner.  
 Müller & Strassburger.  
 Cuno & Otto Dressel.  
 H. & B. Dietz.  
 J. C. Lindner.  
 Louis Jacob.  
 J. P. Fleischmann.  
 Hartwig, Spear, & Bergmann.  
 Georg Spindler.

In the neighbourhood of Meiningen, distant about 13 miles, is situated

SUHL (*Hotel: Deutsches Haus*), population 9,000, on the Lauter, 32 miles from Erfurt, has long been the centre of important manufactures in iron and steel, including fire-arms, as well as in woollen and linen tissues, particularly fustian.

*Manufacturers of Fire-Arms, Scythes, Bayonets, &c.*

Friedr. Schleicher & Co.  
 Spangenberg & Sauer.  
 J. H. Schilling.  
 Ernst Wilhelm.  
 Fr. Jung & Söhne.  
 J. Funk & Co.  
 Lorenz Büssel.  
 J. Dorsch.

V. C. Schilling.  
 Goebel & Schaller.  
 Chr. Grüber & Co.  
 C. G. Haenel.

Several establishments enumerated in the foregoing list are capable of turning out from 20,000 to 25,000 rifles annually. One or two of the firms have been in existence for more than a century. There are several establishments for the manufacture of fustians and other cotton goods.

*Manufacturers of Porcelain Goods.*

Erdmann Schlegelmilch.  
 Reinhold Schlegelmilch.

SONNEBERG is the entrepot of large quantities of merchandise, manufactured in the Thuringian Forest. Subjoined are some of the more important firms whose establishments can be reached by diligence from Sonneberg.

*Manufacturers of Porcelain, China Goods, Glass-ware, Glass Marbles, and Beads.*

Swaine & Co.	at Hüttensteinach.
Gebrüder Schoenau	”
Eugen Eichhorn	Steinach.
Elias Greiner & Sohn	Lauscha.
Ens & Greiner	”
Greiner & Co.	”
Böhm & Greiner	”
Kaempfe & List	Neuhaus.
Ed. Kessler	”
Aloys Muller	”
Gebrüder Heubach	Lichte.
Carl Haag	”
Limbach Porcellan Fabrick	Limbach.
Heubach, Kaempfe, & Sontag	Wallendorf.
Dressel, Kister, & Co.	Scheibe.
Macheleidt, Trübner, & Co.	Volkstadt.
Sitzendorfer Porcellan Fabrik	Sitzendorf.
Hertwig & Co.	Katzhütte.

Conta & Böhme	at Poessneck.
Joh. Ch. Eberlein	”
Ernst Bohne Söhne	Rudolstadt.
C. & F. Arnoldi	Elgersburg.
Carl Schmidt	Schleusingen.

*Manufacturers of Toys, Masks, Papier-Maché Goods, Water Colours, &c.*

Christoph Witthauer	at Neustadt.
F. Witthauer-Schrader	”
Fischer & Neumann	Illmenau.
Ernst Gerhardt	Saalfeld.
Heinze & Keil	”
Eduard Knauer	Lichte.
Schwartze & Co.	Schleusingen.

*Kid Glove Manufacturers.*

Dinkler & Co.	at Illmenau.
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*American Consul.*

H. J. Winser.

Official Residence, Coburg.

Continuing the route from Coburg we pass through Niederfüllbach and Ebersdorf, and reach

LICHTENFELS (95 miles), (*Hotels: Anker, Krone*), population 8,000. Here connection is made for Bamberg, Erlangen, and Nuremberg. Baskets and wickerwork are manufactured and exported from Lichtenfels and the vicinity by the following firms:—

Georg Krauss.	Joh. Krauss.
Arnold Gosser.	Conrad Gagel.
Heinr. Krauss.	S. A. Gosser & Co.

## ROUTE 49.

## FRANKFORT TO BASLE BY HEIDELBERG.

214 miles. *Fares, 1st class, 30·35 marks; 2nd, 21·10 marks.*



HAVING crossed the Main, and leaving Sachsenhausen on the left, we pass several small stations, viz. Langen, Egelsbach, and Arheilgen, after which we reach

DARMSTADT ( $16\frac{1}{2}$  miles), (*Hotels: Traube, Darmstädter Hof*), population 35,000. It is the residence of the Grand Duke of Hesse-Darmstadt, pleasantly situated, with many branches of industry, and a flourishing local trade. Saving its commerce in wine, the city has little or no interest from a business point of view.

Leaving Darmstadt we pass along the foot of a well-wooded and vine-clad range of hills, through a very pleasant expanse of country. The railway follows the main route of the old post-road called the Bergstrasse.

The next station is

AUERBACH, (29 miles), a pleasant village containing a mineral spring, which is much frequented in the summer. An ancient castle is situated on an eminence, in ruins.

Passing BENSHEIM, in the vicinity of which are the ruins of the celebrated Abbey of Lorsch, consecrated during the reign of Charlemagne; we reach

HEPPENHEIM ( $32\frac{1}{2}$  miles), population 5,000. It has a church, likewise erected in the time of Charlemagne. Near the station Hemsbach is the seat of one of the Rothschilds of Frankfort.

The entire district is renowned for the excellency of the wines, which are cultivated largely around the hills and in the expanse of country stretching to the Rhine.

WEINHEIM ( $39\frac{1}{2}$  miles), (*Hotels: Karlsberg, Pfälzer Hof*), population 7,000. There is an extensive wine trade at this place, also many tanneries, and factories of fancy leather.

Leaving this station, the Neckar is crossed at

LADENBURG (46 miles), a fortified place with a handsome church. Soon after we reach

FRIEDRICHSFELD (48 miles), where the rail from Mannheim to Heidelberg falls in.

MANNHEIM (55 miles), (*Hotels: de l'Europe, Pfälzer Hof*), population 32,000. Situated on the right bank of the Rhine, and near the Neckar, which is crossed by a fine suspension bridge. The Palace contains a good theatre, a picture gallery, a collection of plaster casts, and a cabinet of natural history. A lively trade is carried on here, especially in tobacco and hops. There are glass works and a looking-glass factory in the neighbourhood; also zinc mines. The wine trade is of some importance, and the manufacture of fancy paper and chemical produce attracts some attention. The following firms are chiefly engaged in the tobacco trade:

Gebrüder Zimmern & Co.

V. Steiner & Söhne.

Stern & Co.

Gebrüder Lorsch.

Gebrüder Abenheim.

Herschel, Enthoven & Co.

Keller & Aberle.

Jacob Hirsch Söhne.

Sussmann & Bodenheim.

J. Weissmann & Co.

Gustav Maas.

Melchior Im. Hof & Söhne.

*Bankers.*

Köster & Co.

W. H. Ladenberg.

D. Oppenheim.

Resuming the direct route at Freidrichsfeld, the next city reached is

HEIDELBERG (56 miles), (*Hotels: de l'Europe, Prinz Karl, Schrieder, Victoria*), population 18,000. Most delightfully situated on the left bank of the Neckar, at the foot of the hill called Königsstuhl. Its chief importance is derived from its ancient University, founded in 1386. Its schools of law and

medicine are highly celebrated. It has a library of 170,000 volumes, and a museum of antiquities and natural history. The students are addicted to fighting duels in an inn called Hirschgasse, on the right bank of the river, near the bridge. The Castle is an interesting ruin. That part of it called Friedrichsbau is richly decorated. The façade is adorned with statues of Charlemagne and other sovereigns.

*Bankers.*

Köster & Co.

The place has no commercial importance whatsoever.

Leaving Heidelberg we pass through an uninteresting country, and reach LANGENBRÜCKEN (71 miles), celebrated for its sulphur baths.

At BRUCHSAL (73 miles) the line to Stuttgart, Ulm, Munich, and Vienna branches off.

We next come to

DURLACH (87 miles), there is a ruined castle, with a watch-tower, once the residence of the Margraves of Baden-Durlach. There is a branch from this station to Pforzheim, distant about 20 miles, passing through Wilferdingen, Königsbach, and other unimportant stations.

PFORZHEIM (*Hotels: Becker, Schwarzer Adler*), population 18,000. At the confluence of the Euz and Nagold. It has manufactures of woollen and linen cloth, ordinary and morocco leather, chemical products, copper and iron ware, and several spinning, oil, saw, and other mills. But the chief article of manufacture is cheap jewellery; there are between 200 and 300 firms engaged in this branch of trade. Some of them export largely cheap trinkets to all parts of the globe.

*Bankers.*

Aug. Ungerer & Co.

The following are among the most prominent manufacturers of jewellery:—

Chr. Becker.

Benckiser & Co.

A. De Brancas & Sties.

Dennig & Co.

Dienner & Co.



Dittler & Co.  
 Gesell & Co.  
 El. Gschwindt & Co.  
 C. Gülich.  
 G. Keller.  
 G. L. Kiehule.  
 J. Kiehule.  
 Ladenburger, Maishofer, & Co.  
 Mayer & Bissinger.  
 G. Mayer.  
 Riess & Schütz.  
 Rupp & Marold.  
 C. Schroth, jun.  
 S. Wanzeried.  
 H. Witzenmann.

There is a machine factory owned by Beuckeser Gebrüder, also several chemical works as under :—

Albert Ungerer.  
 J. A. Benckiser.  
 Bohnenberger & Co.

Continuing the main route from Durlach, we reach CARLSRUHE (88 miles), (*Hotels: Grosse, Erbprinz, d'Angleterre*), population 30,000. The capital of the Grand Duchy of Baden. It is built on a peculiar plan, the palace forming the centre, from which diverge fan-like all the streets. Here are situated the well-known factories of bronze and plated goods of

Christoffe & Co. and  
 Mayer & Co.

There are some paper factories, but though a most delightful and desirable residence, it has no interest whatsoever as a business place.

Leaving Carlsruhe, we reach

ETTLINGEN (95 miles); has manufactories of cotton, velvets, and paper. The former enterprise is worked by a joint-stock company. The paper factory is owned by

Gebrüder Buhl.

Passing through a fertile and well cultivated district, we then come to

RASTADT (106 miles), (*Hotels: Post, Kreuz*), a fortified place of 14,000 inhabitants, once the frontier defence of the Germans.

Beyond Rastadt we cross the Murg and pass, on the left, the château formerly occupied by the Margravine Sibylla.

At Oos (111 miles) there is a branch line of three miles to

BADEN, commonly called, for the sake of distinction from other places of the same name, BADEN-BADEN (*Hotels: Victoria, de Russie, de Hollande, d'Amérique, de France, de l'Europe, d'Angleterre*), population about 9,000; situated in the valley of Oos, and surrounded by hills that form part of the range of the Black Forest Mountains. The town is built partly on the slope of a hill, and pleasant villas and gardens rise above it. It was anciently a Roman settlement, under the name of Civitas Aurelia Aquensis.

The next station on our road to Basle is

APPENWEIER (133 miles); a branch turns off to Kehl, 8 miles distant, and thence to Strasburg and Paris. Before reaching this station, on the right, the spire of Strasburg Cathedral may on clear days be discerned in the distance. The Castle of Staufenberg, built in the eleventh century, is seen on a height to the left.

A few miles further we come to

OFFENBURG (137 miles), (*Hotel: Fortuna*), population 5,200; there is a statue of Sir Francis Drake, who introduced the potato into Europe. Good wines are grown in the neighbourhood. A cotton spinning company is doing a thriving business here; there is also a paper factory:

G. A. Loeffler.

Hatters' goods are manufactured by

E. Stoeckler & Co.

From Offenburg a branch road runs to Immendingen and Stuttgart, passing through

VILLINGEN (54 miles), where wooden clocks and musical instruments are largely manufactured.

The following are engaged in this enterprise :—

F. Umhofer.  
 Chr. Maier.  
 Herzer & Stoecker.  
 M. Schreiber.  
 Goth & Hocker.

There is also a woollen factory, and other branches of enterprise flourish in this busy place.

At Wiesenthal, near Zell, there are two cotton spinning establishments, viz. :—

Sam. Lanz.  
 A. Koechlin.

There is likewise a wire-drawing factory of

Théophile von Brunn at Wiesloch ;

also the porcelain and earthenware factory of

J. F. Lenz.

The next station is

DINGLINGEN, in the immediate vicinity of which is situated Lahr. Woollen and cotton goods as well as hosiery are manufactured here. There are likewise paper factories, tanning establishments, and distilleries.

The following firms are engaged in the various branches of industry :—

Zuercher Gebrüder.  
 M. Schott.  
 Schweikhardt & Kurz.  
 Geo. Schaller.  
 Zimmermann, Wieser & Co.  
 J. F. Heidlott.  
 C. F. Dreyspring.  
 B. Kraemer.

FRIBURG (176 miles), (*Hotels: Zähringer Hof, Deutscher Hof*), population 22,000. It is situated on the borders of the Black Forest, forty miles from Strasburg. It is an open, well-built town. The walls and ditches with which it was formerly surrounded are converted into promenades and vineyards.

The Kaufhaus (Exchange) is a curious Gothic edifice of

the sixteenth century, built on arches decorated with gilt frescoes. The portal is adorned in a similar manner.

There is rather an important trade here, especially in leather. A factory of some renown is that of

*Porcelain Buttons, and Studs.*

Riesler, Dutfoy, & Co.

*Paper Manufacturer.*

Ferd. Flinsch.

*Woollen Card Manufacturer.*

J. Riesler.

Near Friburg are several cotton factories, among them are the following establishments situated at STAUFFEN:—

Gebrüder Mutterer.

L. J. Grosskopf.

F. J. Gyssler.

Johann Brodbeck.

C. Kapffer & Grauer.

MÜLHEIM (196 miles). Four miles from this station is BADENWEILER (*Hotel: Römerbad*), population 5,000. It is a fashionable watering-place, with a warm sulphur spring used in cases of gout, rheumatism, &c. The remains of Roman baths are the most perfect in Europe. There are large dealings in wine: the celebrated brand known as "Markgräfler" coming to market here. Kirschwasser is likewise largely exported. The following firms are interested in the trade:—

B. Blankenheim.

Gebrüder Blankenheim.

G. Fuenfgeld.

Krafft Gebrüder.

G. E. Gemlin.

Continuing the road from Mülheim, we pass several unimportant stations, and then reach

BASLE (215 miles), (*Hotels: Drei Könige, Kraft, Euler, Schweizer Hof*). (For description of Basle, see Route 73.)

## BASLE TO LÖRRACH AND SCHOPFHEIM.

14 miles. *Fares, 1st, 2·50 francs; 2nd, 1·80 francs.*

From Basle an excursion can be made with profit into the neighbouring district of the Black Forest, where many industrial establishments are situated.

The first station is RIEHEN, and then follows

STETTEN (4½ miles), (*Hotel: Trois Rois*). Here are several cotton and woollen factories, also silk, ribbons, and elastic web, shawls, and printed goods.

The following firms are interested in the various enterprises:—

Koechlin, Baumgartner, & Co.  
G. Grether.  
Gebrüder Grossmann.  
Sarasin & Co.  
Van Hove & Co.

The next station is

LÖRRACH (6 miles), (*Hotel: Hirsch*). In the neighbourhood are numerous cotton manufacturers of importance. The following are amongst the most important:—

## REUTTELN.

Felix Sarasin & Heusler.  
Dolfus Mieg & Co.

## HÄGEN.

Louis Merian.

## STEINEN.

Geigy & Co.

## MAULBERG.

*Paper Manufacturers.*

Thurneisen & Co.

There are many other flourishing manufacturing places, principally engaged in cotton spinning; in the production of muslins and other textile fabrics; shawls and printed

goods forming other branches. The paper factories are likewise of importance.

There are several chemical works and dyeing establishments. The principal places are ZELL and WEINBACH. Both of them may be reached from SCHÖNAU. Beyond Lörrach we reach

SCHOPFHEIM (14 miles), (*Hotels: Pfug, Drei Könige*), where the following establishments are situated:—

*Cotton Spinners.*

Gottschalck & Grether.

*Paper Manufacturer.*

J. Sutter.

The entire district abounds in fruit, and a large export trade exists, notably in nuts, cherries, and prunes.

*Firmen und Wohnungs, Veränderungen, so wie sonstige Mittheilungen für die nächste Auflage bestimmt, richte man gefälligst an*

MESSRS. WHITTINGHAM AND WILKINS,

*Chiswick Press, Tooks Court,*

*Chancery Lane, London, E.C.*

*Oder an*

DEN HERRN MAX FRIEDLÄNDER,

*2, Scharren Str.,*

*Berlin, C.*



## ROUTE 50.

## BERLIN TO HAMBURG.

179 miles. *Fares, 1st class, 27·20 marks; 2nd, 20·10 marks.*



ROSSING the river Spree and passing by the royal residence of CHARLOTTENBURG, we reach SPANDAU ( $7\frac{1}{2}$  miles), (*Hotel: Adler*), population 10,000. This is one of the Prussian strongholds, with extensive arsenals, military storehouses, cannon foundries and powder mills.

Leaving Spandau we travel successively through Nauen ( $22\frac{1}{2}$  miles), Neustadt (47 miles), and Glöwen ( $63\frac{1}{2}$  miles), after which we reach

WITTENBERGE (80 miles), (*Hotel: Eisenbahn*), population 5,000. Situated on the Elbe, with a considerable trade, chiefly in agricultural produce. The railroad here diverges, the river being crossed by an immense bridge connecting with the road to Magdeburg, Dresden, &c.

Soon after leaving Wittenberge we enter Mecklenburg territory at

GRABOW ( $102\frac{1}{2}$  miles), and reach

LUDWIGSLUST (107 miles), *Hotels: (Weimar, Grossherzog)*, population 8,000. The residence of the Grand Duke of Mecklenburg-Schwerin. A charming place, with a park and pleasant environs. The next station is

HAGENOW (120 miles). This is the junction for the Baltic ports, enumerated as follows:—

WISMAR (37 miles), (*Hotel: Stadt Hamburg*), population 15,000, with an excellent harbour and a large export trade in wheat and other agricultural produce.

ROSTOCK (58 miles), (*Hotels: Russie, Sonne*), population 30,000. The city takes rank among the wealthiest and most extensive ship-owning places in the Baltic. It is situated on the Warnow, 9 miles distant from the sea; the outport being Warnemünde.

STETTIN may likewise be reached from the Hagenow Junction on the road *viâ* Strasburg and Stralsund. (For description see Route 53).

Beyond Hagenow we reach BOITZENBURG and

BÜCHEN (150 miles). Here the road diverges again and forms connection with

LÜBECK (29½ miles), (*Hotels: Stadt Hamburg, Fünf Thürm*), population 38,000. This is the third city of the once powerful Hansa-Bund. A very interesting old city, but in a commercial sense it has lost its former prestige. Nevertheless there is a considerable trade with the Scandinavian ports, especially in timber, wine, and agricultural produce.

*Consular Agent of the United States.*

Jacob Meyer, jun.

From Büchen we pass successively through Schwarzenbeck and Bergedorf, when we reach

HAMBURG (179 miles), (*Hotels: Streits, Europe, St. Petersburg, Victoria*). (For further details refer to route 52).

## ROUTE 51.

## COLOGNE TO BREMEN.

193 miles. *Fares, 1st class, 22.30 marks; 2nd, 17.85 marks.*

**F**ORMERLY travellers were taken over the road to Minden and Hanover, but a great improvement has recently obtained by opening a new route through Westphalia. The travel to Bremen and Hamburg has thus been shortened 70 and 45 miles respectively. Starting from Cologne we reach

OBERHAUSEN ( $43\frac{1}{2}$  miles) in the manner described in Route 33 (Cologne to Berlin).

Leaving Oberhausen, the intermediate stations, until we reach Bremen, present so little interest in a commercial sense that we confine ourselves to the following itinerary.

The first station is

BERGE (49 miles), then

ALTENESEN,

WANNE ( $54\frac{1}{2}$  miles), and

HALTERN (59 miles). Here is the junction for the direct route to Paris, *viâ* Emmerich.

We then proceed through

DÜLMEN and

APPELHÜLSEN ( $74\frac{1}{2}$  miles) to

MÜNSTER ( $85\frac{1}{2}$  miles), (*Hotel: König v. England, Moor-*  
*mann*), population 28,000. Situated in a wide plain on the Aa.

The manufactures consist chiefly of woollen, linen and cotton goods, leather, starch, tobacco, and refined sugar. The trade, which is considerable, includes, besides the above articles of manufacture, a large export in hams.

This is the great centre for Westphalian cured hams; a large export to transatlantic ports is carried on through Bremen and Hamburg.

Passing through several unimportant stations we reach

OSNABRÜCK ( $116\frac{1}{2}$  miles), (*Hotels: Dütting, Schaumburg*),

population 20,000. There is a large trade in tobacco, and numerous cigar manufacturing establishments. Formerly the place had a great reputation for its table and household linen, but the industry has lost its importance since hand looms have been replaced by steam looms.

The intermediate stations are as follows:—

DIEPHOLZ (149 miles),

BASSUM (162 miles),

KIRCHWEYHE (183½ miles), and then we reach

BREMEN (193 miles), (*Hotels: Europe, Hillmann, Siedenburg*), population 83,000. One of the old Hanse towns. Until lately the city maintained complete autonomy, but after the Franco-German war lost its independence.

The following list comprises bankers and shipping and commission houses doing business with the United States and other transatlantic countries:—

Fritze & Gerdes.

J. D. Köncke Sohn.

A. W. Gruner Söhne.

Dietrich, Lichtenberg, & Co.

Carl Ed. Meyer.

A. N. Schütte & Sohn.

E. C. Schramm & Co.

Gebrüder Plate.

Traub & Co.

Chr. Papendieck & Co.

H. Bischoff & Co.

Seekamp & Tewes.

Spitta, Meyer, & Co.

Adolph Stucken & Co.

Louis Delius & Co.

Anton Unkraut & Co.

Louis F. Kalckmann & Co.

J. & G. Höpken.

Hegeler & Söhne.

Siedenburg & Wendt.

Gildemeister & Ries.

J. W. Bastian Söhne.

D. H. Waetjen & Co.

C. Melchers & Co.  
St. Luermann & Sohn.  
Lüdering and Co.  
H. H. Meier & Co.  
Gebrüder Kulenkampf.  
H. von Fischer.  
C. L. Brauer & Sohn.  
Joh. Acheles & Söhne.  
G. C. Mecke & Co.

Bremen holds an exceptional position among the tobacco importing markets of Europe. It is a fact universally admitted that tobacco forms, not a luxury, but rather a necessary of life, for a large portion of the male inhabitants of Germany. It is regarded by them as an article of daily expenditure quite as much as bread or meat. The fact that Bremen merchants monopolize so important a branch of trade implies in itself an immense source of wealth; but it will appear in a still stronger light when it is remembered that the aggregate consumption in Germany of tobacco is estimated to exceed annually 150 million pounds in weight. Apportioning this quantity amongst the tobacco consuming community, which is estimated at about 26 per cent. of the entire population, it follows that each smoker consumes about 15 lb. per annum, and Bremen shares nearly one half of this trade, which yields an annual revenue to the national government aggregating 4 million dollars, or £800,000 sterling. This sum includes receipts of import dues and the tax levied on home-grown tobacco.

Bremen lies about 50 miles from the mouth of the river Weser, which shortly before reaching Bremen separates into two arms, the "Large" and the "Little" Weser: both of these arms intersect the town, and reunite again on emerging from its precincts. The depth of water at Bremen itself is not more than about 7 feet; large vessels are therefore unable to ascend the river so far as the town, but are obliged to discharge their cargoes at one of the ports lower down the river. The Weser ports belonging to Bremen are



BREMERHAVEN and VEGESACK, the latter being of very insignificant import. The ports belonging to Prussia and Oldenburg are Geestemünde, Brake, Elsfleth, and some minor places; but Bremerhaven takes about 70 per cent. of the entire trade, while Geestemünde ranks second.

At Bremerhaven there is an excellent harbour and every accommodation for shipping, viz., three large wet docks (an additional one is to be built), dry docks, hydraulic cranes, and lines of railway running along the quays which are connected with the main line running to Bremen. The docks are spacious and deep enough for the largest vessels; the average depth of water at Bremerhaven (at low water) is about 22 feet. Bremerhaven is open to navigation all the year round, even when nearly all other ports of the North and Baltic Seas are closed by ice; powerful tug-boats are always in readiness for assisting ships entering the Weser at moderate charges. The various port charges at Bremerhaven and at Geestemünde (which adjoins the former port) are moderate, as will appear by the following table, viz.:—

(1.) Harbour dues:—

At Bremerhaven—0·10 mks. ( $5\frac{1}{2}$  cents) per last per month.  
 Geestemünde—0·12 „ (6 cents) „ „

(2.) Light dues (so-called “Town” dues):—

At Bremerhaven } 0·20 mks. (about 10 cents) per last of  
 and } the cargo, charged upon all goods des-  
 Geestemünde . } tined for Bremen.

(3.) Pilotage charges, at Bremerhaven or Geestemünde:—

1. *Sea Pilotage.*

(a.) For ships inwards, per foot:—

	Dols.
From February 16 to April 15 . . . . .	2 30
„ April 16 to September 15 . . . . .	2 06
„ September 16 to November 15 . . . . .	2 30
„ November 16 to February 15 . . . . .	3 04



(b.) For ships outwards, per foot:—

	Dols.
From March 1 to April 15 . . . . .	2 08
„ April 16 to September 15 . . . . .	2 24
„ September 16 to October 31 . . . . .	2 08
„ November 1 to March 1 . . . . .	2 48

If during winter time two pilots are placed on board, an additional one-half of the above rates has to be paid.

2. *Harbour Pilotage*.—These amount to  $2\frac{1}{2}$  to 5 dol. gold for ships, inwards or outwards, having a tonnage of 50 to 500 lasts.

Although the pilotage charges are moderate, the pilotage regulations, especially those for the mouth of the Weser, continue to give rise to well-founded complaints. The present state of the laws is prejudicial to the interests of shipping in general, and especially to the interests of the Heligoland pilots, who are often of great use to ships approaching the mouth of the Weser at times when the regular German pilots are not to be met with, but, by the present state of the pilotage laws, find themselves almost debarred from rendering services.

The communication between Bremerhaven and Bremen is carried on partly by smaller sailing vessels, steamers, and lighters, and partly by railway. All ships arriving at the town of Bremen are enabled to discharge their cargoes directly into the warehouses, or into the trucks of the railway.

*Lights in the Weser*.—Since the termination of the Franco-German war the lighting and buoing of the river Weser, which was suspended during the war time, has been improved. The establishment of a telegraph station on the Island of Wangeroog (west of the mouth of the Weser) will lead to the erection of a signal-station for ships bound for the Weser. The Bremen Chamber of Commerce has also made to the German Government a report upon the desirability of establishing, by means of international treaty, a uniform system of lights along the coasts of Northern Germany, Holland, and Great Britain.

*Taxes on Commerce.*—Bremen being a free port, there are no duties payable on goods imported or exported. A trifling tax, called “transfer tax,” is levied on the purchase money of all merchandize at the rate of  $\frac{5}{12}$  per cent. if the goods be sold for the first time, and of  $\frac{1}{6}$  per cent. if the tax has already been paid before for the transfer of the same object. The tax is levied on all sales of movable articles (including ships) in cases where bargains are being concluded within the territory of the State. Exempted from the payment are: 1, sales which are cancelled before delivery of the goods; 2, sales of live stock, second-hand furniture, bullion, papers, unwrought silver and gold, books, and articles subject to the consumption tax; and, 3, the first transfers of productions of Bremen handicraft, and sales in which the value of goods does not exceed 50 Bremen dollars.

Besides the tax just mentioned, a “declaration” duty of  $\frac{1}{72}$  per cent., for statistical purposes, is levied on all goods imported into, or exported from, Bremen. Exempted from payment (but not from the obligation of declaration) are: 1, goods in transit; 2, cereals, flour, cattle and provisions conveyed into or out of Bremerhaven for consumption on the spot, or for provisioning of ships, if such articles are brought from the neighbouring province of Hanover; and, 3, goods not exceeding the total value of 10 dollars gold, and all articles passing through the post-office.

*American Consul.*

Wilson King.

*British Consul.*

W. Ward.

There is direct steam communication between Bremen and the United States:—to New York, Baltimore, and New Orleans; a large fleet of steamers being owned by the North German Lloyd.

## ROUTE 52.

## BREMEN TO HAMBURG.

71 miles. *Fares, 1st class, 8.40 marks; 2nd, 6.70 marks.*



XCEPTING Harburg, no interest whatsoever attaches to any of the stations intervening between the two rival cities. The itinerary is as follows:—

ROTENBURG (26 miles), TOSTEDT (44 miles), and

HARBURG (64 miles), (*Hotels: Weisser Schwaan, König v. Schweden*), population 15,000.

There are several important chemical works, manufactures of rubber goods; the well-known firm, H. C. Meyer, jun., has likewise an establishment at Harburg, but its trade depends more or less on the neighbouring Hanse town.

The Elbe is crossed, and we approach the city by means of a bridge.

HAMBURG (307 miles from Cologne, 176 miles from Berlin), (*Hotels: l'Europe, St. Petersburg, Victoria, Streits*).

The following list of bankers, shippers, and commission houses comprises the names of firms trading with the United States and other transatlantic countries:—

Brunckhorst & Dieckmann.

R. J. Robertson.

Lappenberg & Müller.

Chas. Hoffmann.

Carl Holle.

J. H. Ramsegger & Co.

Brock & Schnars.

Deutsche Bank.

T. & J. Eimbecke.

Georg Kolberg.

Nottebohm & Co.

J. G. Buhrow.

Münchmeyer & Co.

Em. Nölting & Co.

Hartmann, Goldenberg, & Co.	Lutteroth & Co.
L. Köster Sohn & Co.	Jas. R. MacDonald & Co.
Rabe & Co.	L. Isermann.
Philip & Speyer.	A. M. Leffmann.
Scharrer, Booth, & Co.	S. Lewisohn, jun.
G. J. H. Siemers & Co.	C. Boysen.
Kleinwort & Oldach.	Bischoff & Rodatz.
L. & J. Wulff.	H. L. Muhle & Co.
Arnthal & Horschitz.	Ernst Niebuhr, jun.
Wachsmuth & Krogmann.	Böhling & Stohlmann.
S. Robinow & Sohn.	Alfred Nobel & Co.
Falck & Co.	A. M. Goldschmidt, jun.
Wilh. Gossler.	Ed. W. Maas.
F. L. Neumann.	Jul. Barsdorf.
J. Berenberg, Gossler, & Co.	Fried. Westenholz & Co.
D. Lippert.	J. P. H. Hagedorn & Co.
Schubart Gebrüder.	Oetling Gebrüder.
Julius Auer.	Alex. Oetling & Co.
A. O. Meyer.	Holtz & Dircks.
E. Wilczynsky.	H. C. Meyer, jun.
Biancone, Klee, & Co.	Johs. Schröder.
Warnebold, Gleistein, & Co.	F. W. Burchard.
Richard & Boas.	Cohn, Lazarus, & Co.
Julius Sandtmann & Co.	H. Fett & Söhne.
J. & G. Rittershausen.	W. Grallert.
Soltau, Trautmann, & Co.	W. Mauke Sohne.
Burmester & Stavenhagen.	H. Ad. Meyer.
S. & L. Klemperer.	Tesdorpf Gebrüder.
G. W. A. Westphal & Sohn.	Otto Radde.
Berkefeld & Michahelles.	I. Tiedemann.
W. Oswald & Co.	Uhlmann & Co.
A. H. Sillem & Co.	M. Otto W. Möller.
J. A. Schuback Söhne.	Von Lind & Co.
A. J. Schön & Co.	J. Arthur F. Meyer.
Schröder Gebrüder & Co.	Woltereck & Robertson.
Albrecht & Dill.	Math. Rohde & Co.
L. Behrens Söhne.	C. Bertheau.
Haller, Söhle, & Co.	Joh. W. Kück.

*American Consul.*

James M. Wilson.

*Vice-Consul.*

Otto Möller.

*British Consul.*

G. Annesley.

The city is among the finest in Germany, and its commerce surpasses all other cities in point of importance in the north of the European continent.

It has a tidal port, distant about 80 miles from the North Sea, and vessels are subject to the following charges:—

*Port Charges for Vessels of all Nations.*

Arriving with cargo, per last, R. mks. 0·60.

Arriving with lumber, wood, staves, cement, guano, salt, empty bottles, ice, oak bark, &c., the port charges are reduced to, per last, 0·30 mks.

No port dues at all are paid for ships arriving in ballast, or with coal, cinders, patent fuel, and leaving again in ballast.

	<i>R. mks.</i>
Pilotage from Heligoland to the Bosch . . . . .	11·50
Pilotage from Bosch to port, about . . . . .	4·75
Pilotage down the river again . . . . .	4·75
Noting protest . . . . .	9·40
Harbour master . . . . .	10·60
Entering the ship inwards . . . . .	19·00
Clearing . . . . .	45·00
Sea protest (if necessary) . . . . .	50·00
Inspection of damaged cargo (if necessary) . . . . .	12·50
Consular fees according to flag.	

Towage (if necessary) according to the distance and draught of water up and down the river. The water on the bar differs from 12 to 20 Hamburg feet, generally 15 to 18 feet, and ships of a greater draught must accordingly unload part of their cargo into lighters. Lighterage per 50 tons, 75 to 90 R. mks.

The Hamburg foot is equal to  $11\frac{1}{4}$  inches English.

Hamburg is trading with all parts of the world, the staple

article being coffee, in which commodity the Hamburg market exercises a dominating influence.

Marine insurance forms an important branch of the Hamburg Exchange, the value of property insured against sea-risks being reported to have exceeded the amount of 80 millions sterling during one year.

The great exodus of German emigration passes principally through Hamburg. There are regular lines of packet ships to Australia and to South American ports.

The Hamburg-American Steam-Ship Company possesses a large fleet of fine steamers. The departures for New York are weekly, and bi-monthly for other ports of the United States.

The outport of Hamburg is Cuxhaven, about 29 miles down the river



## ROUTE 53.

## BERLIN TO ST. PETERSBURG.

1042 miles. *Fares, 1st class, 144 marks; 2nd, 109 marks.*



REFERRING to Route 45, details will be found of the road between Berlin and Custrin (69 miles); the next station is LANDSBERG (79 miles), (*Hotel: König v. Preussen*), population 19,000, situated on the Warthe. There are several iron foundries, machinists, and boilermakers. Passing through

Friedeberg (98 miles), and Driesen (106½ miles), we reach

KREUZ (117 miles). Here the road branches off for Stettin, and although this city can be reached from Berlin by a more direct and shorter route, we give here the following description in connection with the other Prussian ports on the Baltic.

STETTIN (84 miles from Berlin), (*Hotels: Prusse, Drei Kronen*), population 75,000, situated on the left bank of the Oder, connected by four or five bridges with a suburb. The place is strongly fortified. The general trade of Stettin is not without importance, and the following firms are among the principal banking and export houses and commission merchants:—

Fried. Mann.  
 Fried. Poll.  
 Ferd. Brumm.  
 C. A. Domcke.  
 C. Fraude.  
 R. C. Griebel.  
 L. Heyn.  
 Jacobs & Stevenson.  
 J. Krasemann.  
 Oscar Kisker.  
 H. Langhof.  
 J. G. Ludendorff.  
 Gustav Metzler.

Geo. von Melle.  
 Edw. Sedyell.  
 W. Schlutow.  
 Carl. Wichards.  
 C. H. Schröder.  
 Paul Gollreider.  
 Schiller & Degner.  
 F. W. Otto & Co.  
 Julius Fritz.  
 F. Evers.  
 W. Lüdke & Co.  
 Retzlaff & Schober.  
 F. W. Voigt.  
 Ferd. Spiller.

*American Consul.*—John D. Buckelew.

*British Consul.*—J. A. Blackwell.

Stettin is situated 23 miles from the seaboard, the outport being

SWINEMÜNDE (*Hotel: de Prusse*), population 10,000.

From Kreutz we proceed a distance which requires no special notice. The stations are

SCHNEIDEMÜHL, the junction for

BROMBERG (*Hotels: Moritz, Schwarzer Bär*), population 26,000, with an important trade of a local character, as well as several branches of industry to serve neighbouring as well as Polish markets.

There are many intermediate stations of no interest until we reach

DIRSCHAU (287 miles), (*Hotel: Kronprinz*) on the left bank of the Vistula, with a branch line to

DANTZIG (*Hotels: Englisches Haus, Waller*), population 90,000. This is another large shipping port with an extensive trade in agricultural produce.

*American Consular Agent.*—P. Collas.

*British Consul.*—W. White.

The following firms rank among the principal mercantile houses:—

J. Bischoff & Co.  
 J. W. Pahncke.  
 Jacob Arendt.  
 Friedr. Heyn.  
 Joh. Paleske.  
 P. V. Frantzius.  
 G. F. Focking.  
 Geo. Link.  
 R. Seeger & Co.  
 W. Wirthschaft.  
 H. Weinberg & Co.  
 Alex. Gibsone & Co.  
 J. L. Engel.  
 Aug. Wolff & Co.  
 Theo. O. Schultz.

Leaving Dirschau, we come to

MARIENBURG (298 miles) (*Hotel: Koenig v. Prussen*), population 8,000, a very ancient place, harbouring many historical recollections. The next station is

ELBING (306 miles), (*Hotels: Royal, Stadt Berlin*), population 30,000, an interesting commercial city.

Passing through

BRAUNSBURG (351 miles), (*Hotel: Schwarzer Adler*), population 8,000, we reach after three or four minor stations

KOENIGSBERG (389 miles), (*Hotels: Nord, Sans-Souci, Prusse*), population 110,000. Koenigsberg is the great mart for amber. The port is the outlet for the farm produce of the neighbouring Polish provinces.

*Consular Agent of the United States.*

L. Moll.

Leaving Koenigsberg we pass through Wehlau, and Norkitten to

INSTERBURG (448 miles), (*Hotel: Russie*), population 11,000. Here the road for Tilsit diverges.

We proceed from Insterburg to Gumbinnen (462 miles), and come to the last German station at

EYDTKUHNE (485 miles). From here we have little less than a mile to the Russian frontiers at

WIERCZBOLOW (German WIRBALLEN). Passports are required here, and passengers' baggage examined.

From here to St. Petersburg, the distance is 556 miles, the itinerary being as follows:—Wilna, 118 miles; Dunaburg, 227 miles; Korsovka, 305 miles; Ostroff, 348 miles; Pskoff, 392 miles; Luga, 462 miles; Gatschina, 519 miles; and passing Czarskœ-Selo (542 miles), we reach St. Petersburg.

*Wohnung, und Firmèn, Veränderungen, für die nächste Auflage, richte man gefälligst an*

MESSRS. WHITTINGHAM AND WILKINS,  
*Chiswick Press, Tooks Court,  
Chancery Lane, London, E.C.*

*Oder an*

D'HERRN MAX FRIEDLÄNDER,  
*2, Scharren st.  
Berlin, C.*



## AUSTRIA-HUNGARY.

### ROUTES.

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**A**USTRIA-HUNGARY is bounded on the north by Prussia and Saxony; on the east by Russia, and territories which are placed under the suzerainty of the Ottoman Empire; on the south by Italy, the Adriatic and Turkish provinces; on the west by Italy and Switzerland. The empire is divided into two political divisions, the **CIS-LEITHAN** and **TRANS-LEITHAN** provinces, the borders being determined by the course of the river Leitha.

The **Cis-Leithan** division, with Vienna as the capital, includes the provinces of Lower and Upper Austria, Bohemia, Moravia, Tyrol, Voralberg, Styria, Carniola, Carinthia, Buckovina, and Dalmatia.

The **Trans-Leithan** division, having Buda-Pesth as its capital, includes the Hungarian Provinces, Croatia, Slavonia, Transylvania, and what is known as the military frontier.

The German-speaking population comprises about 40 per cent. of the **Cis-Leithan** portion of the empire, and nearly 20 per cent. of the **Trans-Leithan** division. The Magyars form about one half of the population of the Hungarian kingdom, and the Slavonian races about equal the number in the **Cis-Leithan** division

## MONEY.

A paper currency is almost the only medium of circulation. It comprises notes of every description and value between one florin and one thousand. The exchange for gold or silver is effected only by payment of a large premium, which varies, with the oscillations of the money market, from 10 to 20 per cent. During the past year the average value of the Austrian paper florin varied from  $43\frac{1}{3}$  to  $44\frac{1}{2}$  cent.

Silver is the legal standard, based on the florin (gulden), and subdivided into 100 kreuzers. The equivalent of a florin is about 2s. sterling, or 50 cents American gold. The gold pieces in circulation are of the value of 8 florins, which, for practical purposes, may be considered equal to a 20-franc piece, 16s. sterling, or 4 dollars American gold.

*Weights and Measures.*

The Centner = 100	Pfund	. =	$123\frac{1}{2}$ lbs. avoirdupois.
„ Eimer . . . .		. =	14.94 wine gallons.
„ Joch . . . . .		. =	1.43 acre.
„ Metze . . . . .		. =	1.7 imperial bushel.
„ Klafter . . . . .		. =	67 cubic feet.
„ Meile = 24,000	Austr. ft.	=	8,297 yds., or about $4\frac{3}{4}$ miles.



## ROUTE 54.

## DRESDEN TO PRAGUE—VIENNA.

To Prague :—122 miles. Fares, 1st class, 18·80 marks ;  
2nd, 13·50 marks.

To Vienna :—378 miles. Fares, 1st class, 48·70 marks ;  
2nd, 38·70 marks.

**F**ROM Dresden we travel along the banks of the river Elbe through the beautiful valley generally designated "Saxon Switzerland," and reach  
PIRNA (13½ miles); and

KÖNIGSTEIN (24½ miles), (*Hotel: Blauer Stern*), a fortress rising about 800 feet above the river. The next station is

BODENBACH (41 miles), (*Hotels: Post, Railway Station*), population 6,000. This being the Austrian custom-house station, there is a long detention. Opposite Bodenbach, on the right bank of the Elbe, is situated

TETSCHEN (*Hotels: Stern, Krone*), population 6,000. It stands at the foot of a lofty sandstone rock, crowned by the Castle of Tetschen. There are several breweries and distilleries, some shipping, and a considerable trade, particularly in fruit and cereals.

In the immediate vicinity the world-renowned Bohemian glass industry is centered, especially at

KAMNITZ-STEINSCHÖNAU (*Hotels: Langers, Gewerhaus*), population 12,000. The following firms are engaged in the manufacture of glassware :—

J. Conrad & Co.	J. R. Müller, Sohn & Co.
Czerney & Co.	Johann Müller.
F. Günther.	Rudolph Müller.
J. Heinrich & Sohn.	A. Neumann.
F. A. Helzel & Co.	Koenig, Palme, & Co.
Kittel, Stelzig, & Co.	Elias Palme.
G. C. Knechtel.	S. Weidlich & Co.
Krause Gebrüder & Co.	Jos. Zahn & Co.

Another glass manufacturing place, which may be conveniently reached from here or Prague, is:—

GABLONZ, 56 miles north-east from Prague. The speciality comprises glass beads. Upwards of 10,000 persons are occupied with this industry in the surrounding district. The following are the principal firms:—

E. Dressler.	Anton Rössler.
Duisberg & Co.	T. Sarder & Co.
Adolf Hübner.	Schuster & Rogner.
J. H. Jeiteles & Sohn.	A. Thirbuin & Co.
Anton Kirchhof.	A. Waller.
W. Klaar.	Anton Weiss.
E. Neuss.	Meltzer & Co.
B. Pfeiffer & Co.	Reinhold F. Wolff.

On leaving Bodenbach, we pass AUSSIG, from whence a line connects with TEPLITZ, a watering place celebrated for its alkaline springs. We pass through extensive coal regions. The most important stations which intervene are

LOBOSITZ (65 miles), (*Hotels: Schiff, Eisenbahn*); and

RAUDNITZ (77 miles), (*Hotel: Eisenbahn*); shortly after which we arrive at

PRAGUE (122 miles), (*Hotels: Englischer Hof, Blauer Stern, Schwarzes Ross*), population 155,000. Capital of Bohemia on both sides of the Moldau, here crossed by a remarkable stone bridge of sixteen arches. Its manufactures consist of gold and silver embroidery, silk, woollen, and cotton goods, buttons, hats, paper, soap, refined sugar, vinegar, liqueurs, refined salts, quills, sugar of lead, candles, musical and mathematical instruments, fire-arms, porcelain, and jewellery. The trade is of importance owing to its central position, its situation on the Moldau, and its facilities of transport by road and rail.

*American Consul*—Horace N. Congar.

The export to the United States comprises porcelain and glassware, woollen goods, and kid gloves.

The export of paper to England and America is not unimportant. In 1828 it was estimated that the value of manufactured paper amounted to about 300,000 dollars, while thirty

years later, *i.e.* in 1858, the production had increased to nearly 25,000 tons, valued at three and a-half million dollars. There are at present at work in Austria ninety paper factories with 140 machines, producing an estimated value of more than twenty-four million dollars. Among the principal factories are:—

- L. F. Leidesdorf & Co., at Ebenfurch.
- F. Lorenz & Söhne, at Arnau.
- G. Knepper & Co., at Klein Neusiedl.
- A. Reichle, at Franzensthal.
- F. Güdl, Dir. of Imp. Factory at Pitten.
- Chas. Hellmann, at Prague.
- P. Haas and Söhne, at Prague.
- Imperial Mills, Schallswitz, near Prague.

#### CIGARETTE PAPER.

- Grünhut Brüder, at Vienna.
- C. Schnabl & Co., at Vienna.
- C. Schütz, at Vienna.

Leaving Prague we reach

KOLIN (39 miles), (*Hotel: Post*), population, 6,000. In the immediate vicinity was fought the great battle in 1757, when Frederick was beaten by the Austrians. The next station is

PARDUBITZ (65 miles), (*Railway Hotel*), population 6,000. About twelve miles from here is situated Sadowa, where the Prussian victory was obtained over the Austrians in 1866. We next come to

BOHM: TRÜBAU (102 miles), where connection is made for OLMÜTZ. Thence we reach

ZWITTAU (113 miles), (*Hotel: Post*), population 4,000. Manufactures of woollen and linen goods. Passing numerous small stations we arrive at

BRÜNN (160 miles), (*Hotels: Neuhausen, Kaiser von Oesterreich*). Population 55,000. Fortified town, near the confluence of the Schwarza and the Zwittawa, which almost encircle it. The number and extent of its woollen, silk, and cotton manufactories have obtained for it the name of "a second Bradford." Its woollens are particularly prized. The

other manufactured articles are chiefly silks, ribbons, cottons, yarns, glass, soap, tobacco, dye-stuffs, leather, and vinegar.

The following list comprises the most prominent manufacturing firms :—

L. Auspitz Enkel.  
 Otto Bauer.  
 Bauer & Widmann.  
 Johann Bochner.  
 Albert Basch.  
 B. Engel & Sohn.  
 Fischl & Reibhorn.  
 M. Habernek.  
 Heinr. Herschman & Sohn.  
 A. Hofmann & Co.  
 Joh. Hlawka.  
 Brüder Hartmann.  
 Jac. Hechts Söhne.  
 Kafka & Popper.  
 Brüder Kürschner.  
 Adolf Löw & Sohn.  
 Max Löw Beer  
 A. & J. Löw Beer Söhne.  
 Wenzl Mach.  
 Josef Maschat.  
 Max Kohn.  
 T. H. Offermann.  
 Gebrüder Popper.  
 Adolf Popper.  
 Heinr. Pisko.  
 Reibhorn & Friedl.  
 Friedr. Redlich.  
 Brüder Samek.  
 Skene & Co.  
 C. Sternistie & Co.  
 Sal. Strakosch Söhne.  
 S. Schönfeld.  
 Brüder Strakosch.  
 Strakosch & Weinberger.

Abr. Schüller & Sohn.  
 Josef Schiller.  
 Rudolf Strakosch & Co.  
 Strakosch & Stössel.  
 Gebrüder Schoeller.  
 Adolf Schoeller.  
 S. Spitz.  
 Wollwaren Industrie Gesellschaft.

*The following are Woollen and Worsted Spinners:—*

J. V. Flesch.  
 Moritz Kafka.  
 Josef Keller.  
 Franz Schuldes.  
 Brüder Swoboda.  
 Jos. Teuber & Sohn.

*The following are Commission and Export Houses:—*

Johann Brüll.  
 Joh. C. Bum & Brüder.  
 Carl Förster.  
 Moritz Gürtler.  
 Josef Jilek.  
 Klim & Elster.  
 Plachki & Stegner.  
 A. Samek.  
 Schwarz & Fischer.  
 Tugenthal & Weiner.

The commercial intercourse between Brünn and the United States has been important, the declared values of exports to the United States having reached nearly half-a-million of florins.

*Consular Agent of the United States.*

Gustavus Schoeller.

Leaving Brünn we have the choice of two roads: the one leading through GRUSSBACH being about equal in distance to the other road, on which the more important stations are Lundenburg and Gänserndorf, after which we reach

VIENNA (*Hotels: Austria, Erzherzog Karl, Grand Hotel, Goldnes Lamm, Imperial, Metropole, National, Weisses Ross*), population 1,020,000. The capital of Austria Proper (Kaiserstadt, *e. g.* residence of the Emperor). The city has greatly improved during the last decade, and takes rank immediately after Paris among European cities, forming, in many respects, a most desirable residence.

The United States are represented by

His Excellency E. F. Beales.

*Secretary of Legation.*—J. F. Delaplaine.

*Consul General.*—Philip Sidney Post.

The British ambassador is

Sir Andrew Buchanan.

*Secretary of Legation.*—F. C. Ford.

The principal bankers, general merchants, export and commission houses, are enumerated in the following list:—

Anglo-Austrian Bank.

J. S. Appel.

M. J. Biach & Co.

Beck, Koller, & Co.

Jos. Boschan Söhne.

M. L. Biedermann & Co.

Dutschka & Co.

Victor Erlanger.

Ellissen & Schloss.

L. Epstein.

A. H. Fischbach.

Gütermann Brüder.

W. Kaiser.

Carl Kanitz.

M. Königswarter.

Joh. Liebieg & Co.

Theo. Neuss & Co.

S. M. von Rothschild.

J. H. Stametz & Co., Nachf.

F. Schey.



J. Scharmitzer Neffe.  
 H. Todesco Söhne.  
 M. H. Weikersheim & Co.  
 Moritz Wodianer.

The manufacturers engaged in the various industries which prosper at and near Vienna are specified in the following list:—

*Manufacturers of Carpets, Blankets, and other Woollen Goods.*

Adler Gebrüder.  
 Blaschka & Co.  
 J. Backhausen.  
 Alois Edlmann.  
 J. Ginzkey.  
 P. Haas & Söhne.  
 G. Heil.  
 A. C. Lechleitner's.  
 M. Lichtenauer, Erben, & Söhne.  
 Anton Melan.  
 C. F. Rasch.  
 Schaumann Gebrüder.  
 Jacob Schwarz.  
 Josef Springer.  
 Sternickel & Gülcher.  
 A. Stulik.  
 F. Thuma.

*Glove Manufacturers.*

G. Autenrieth.  
 Franz Illing.  
 Georg Jaquemar.  
 Franz Lixl.  
 Logemann & Mounier.  
 A. & H. Oehring.  
 Josef Reidinger & Krinbaum.  
 Richter Gebrüder & Co.  
 Josef Schrandolf.  
 Franz Stangl.  
 Franz & Max Stiasny.

W. Tostmann.  
J. Zacharias.

*Manufacturers of Pipes and Meerschaum Goods.*

More than a century ago meerschaum was brought by Turkish traders to the Austrian capital. The raw material is brought to the Vienna markets in chests 7 by 30 in. and 14 in. high. In the beginning of this century no more than 20 or 25 persons were engaged in the making of meerschaum pipes. In 1850 the annual sales of meerschaum were reported to comprise 800 chests, at an average value of about 500 florins; while twenty years later (1870) the sales exceeded 10,000 chests, and the average market value had remained nearly stationary.

G. Ananian.  
F. G. Beisiegel.  
F. Bohle & Berger.  
J. Brix.  
F. A. Christ.  
E. Falk.  
J. Friedrich.  
M. Goldmann.  
S. M. Hock.  
R. Hoffmann.  
F. Jabureck.  
E. Kanitz.  
Carl Kober.  
J. Lichtblau & Sohn.  
A. B. & M. Maier.  
G. C. Matthes.  
J. M. & B. Naprawnik.  
Josef Putz.  
Ignaz Rösler.  
Schuler & Würth.  
J. Sedláček.  
Arnold Trebitsch.  
Johann Wagner.

Karl Wenzel.  
Anton Zapletal.

*Amber Goods Manufacturers and Amber Merchants.*

The trade in amber is risky, just as it is in meerschaum. The raw material cannot be thoroughly tested before it is actually in the artificers' hands. The annual quantity of amber brought to Vienna is estimated to exceed a weight of 50,000 lb., at an average value of about 25 to 30 florins per pound.

A. Falck.  
Andree & Spiller.  
F. Bohle & A. Berger.  
L. Cohl & Bauer.  
Max Sonnenberg.  
B. Gorlizer.  
Julius Hübsch.  
J. Lang & Co.  
G. C. Matthess.  
E. Wertheim.  
Sieg. Fein.  
Jak. Vinier.

*Manufacturers of Matches, Vesta-lights, &c.*

Anton Beyer.  
Blau & Gebrüder.  
Hermann & Gabriel.  
Karpeles Gebrüder.  
A. Koch, jun.  
Johann Lutz.  
Neuburg & Söhne.  
Oesterreich. Zundwaaren-Fabrik.  
A. M. Pollak.  
Ernst Schickh.  
F. Stein.  
F. Kempny & A. Wawra.  
F. Wirschitz.

*Fancy Leather Goods.*

The manufacture of fancy leather goods at first took the form of fancy book-binding—pocket-books, &c. The exhibition of 1845, however, gave an impetus to a trade which since then has been largely developed. In 1847 was established the firm of Aug. Klein, and his goods, as well as those of other Vienna houses, enumerated below, have gained a world-wide reputation.

Ausch & Rosespitz.  
 Em. Beach & Co.  
 Eisele & Schmid.  
 Hasseck & Hoffmann.  
 J. M. Hess.  
 Aug. Klein.  
 A. F. Krippel.  
 J. P. Mook.  
 Julius Nouak.  
 Anton Neumayr.  
 F. Rausskopf.  
 Rodeck Gebrüder.  
 S. Spitzer & Co.  
 Carl Stenzel.  
 Franz Theyer.  
 M. Waizmann.  
 Gustav Walker.

*Umbrella and Sunshade Manufacturers.*

This branch of industry has been extensively developed in Vienna. Upwards of 3,000 workmen are employed in making parasols and umbrellas. It is claimed that the Vienna product is among the cheapest on the continent of Europe.

J. Bäcker & Co.  
 Michael Hammer.  
 L. Karolyi.  
 R. Kienast.  
 C. Machalla.  
 A. W. Mickl.

Franz Paasdorfer.  
 K. Pleiner.  
 Mathias Reiner.  
 J. Schaller.  
 Moritz Spitzer.

*Fan Manufacturers.*

The first wooden fans were made in 1862 from maple. Other kinds have since then come into use, and Vienna is now doing a large export trade. Upwards of 4,000 persons are employed in a trade which originated with the wood-carvers of Tyrol, Styria, &c.

M. Erdödy.  
 F. Herrmann & Co.  
 Ignaz Luksch.  
 F. Melzer.  
 Carl Reinisch.  
 F. Strobel.  
 J. & E. Tanzer.

*Wohnung und Firmen Veränderungen, so wie alle Auskunft für kommende Auflagen, richte man gefälligst an die Redaction unter Adresse*

MESSRS. WHITTINGHAM AND WILKINS,  
*Chiswick Press, Tooks Court,  
 Chancery Lane, London, E.C.*

*Oder an*

D'HERREN HAASENSTEIN & VOGLER,  
*in Wien.*

## ROUTE 55.

## ZITTAU TO REICHENBERG.

38 miles. *Fares, 1st class, 5.50 marks; 2nd, 3.80 marks.*



ASSING successively through Grottau (26 miles) and Kratzau (31½ miles), both busy manufacturing places, we reach

REICHENBERG (*Hotel: Franks; Eisenbahn*), population, 35,000. It consists of the town proper, and a suburb called Christianstadt, and is, after Prague, the largest town in Bohemia.

Linen and woollen cloths are extensively manufactured, and form important branches of trade. Next to Brunn it is the largest industrial place in Bohemia. The subjoined list comprises a list of

*Manufacturers of Woollen Goods.*

Anton Demuth & Söhne.  
 J. Liebieg & Co.  
 Neumann & Buren.  
 F. Schmidt & Söhne.  
 Carl Josef Schütze Sohn.  
 Wenzel Siebeneicher.  
 A. Trenkler & Söhne.  
 Siegmund, Neuhaus, & Co.  
 Wenzel Siegmund.  
 Adolf Simon.  
 E. J. Trenkler.  
 F. Tschörner.  
 Josef König.  
 Ferd. Leubner.  
 F. Leubner Söhne.  
 Wenzel Leubner.  
 Franz Liebieg.  
 A. Müller & Co.



W. Müller Söhne.  
Josef Posselt.  
Reich, Löwy, & Simon.  
A. E. Rohn.  
F. Salomon, jun.  
J. J. Salomon.  
Leopold Schmidt.  
G. Tugemann.  
Valentin Bayer.  
Anton Elger.  
Wilhelm Freiberg.  
Tuchmacher Genossenschaft.  
Anton Ginzel.  
F. Ludwig Ginzel.  
Hiebel & Hubner.  
Anton Hoffmann.  
J. Hoffmann, jun.  
A. J. Horn.  
Anton Hübner.  
Lorenz Kahl.  
A. Kasper.  
Adolph Ullrich.  
Anton Ullrich & Sohn.  
J. Zimmermann.  
Wohlmuth Suchy & Co.  
J. P. Schmidt & Söhne.

## ROUTE 56.

## VIENNA TO TRIESTE.

363 miles. *Fares, 1st class, 28·26 florins; 2nd, 21·20 florins.*

**P**ASSING the Imperial residence of Schönbrunn, the first station we reach is  
 BADEN (16 miles), (*Hotels: Hirsch, Stadt Wien, Schwarzer Adler*), a fashionable resort for the Vienna aristocracy. There are warm springs, of which sulphate of lead is the chief ingredient. The next important station is

WIENER NEUSTADT (29 miles), (*Hotels: Hirsch, Ungar. Krone*), population 12,000. This is a busy manufacturing place, and the centre of commerce to the surrounding villages, which abound with industrial establishments. We next reach

GLOGNITZ (46 miles), (*Hotel: Eisenbahn*), situated at the base of the Semmering, over the heights of which is carried one of the most remarkable railroads of continental Europe. The road gradually ascends to a height of nearly 3,000 feet, crosses an immense aqueduct, numerous bridges, and about fifteen tunnels, the longest of the latter being 4,518 feet. Descending the Semmering Alps the line reaches

MURZZUSCHLAG (81 miles), (*Hotels: Elephant, Bräuhaus*), population 8,000. The next station is

BRUCK (106 miles) (*Hotel: Mitterbrau, Adler*), population 10,000, and passing numerous small stations we arrive at

GRATZ (139 miles) (*Hotels: Erzherzog Johann, Elephant*), population 80,000. A very pleasant city, with numerous attractions to the tourist. Leaving Gratz we pass successively through

LEIBNITZ (160 miles), MÄRBURG (178 miles), and PRAGERHOF (190 miles). From the latter place the railway connects with Pesth, the capital of Hungary, *viâ* Stuhlweissenburg. We then reach

CILLI (219 miles), (*Hotels: Eisenbahn, Krone*), and shortly afterwards

STEINBRUCK (236 miles), (*Hotel: Eisenbahn*). From here a railway connects with Agram. Continuing the route we reach

LAIBACH (273 miles), (*Hotels: Eisenbahn, Elephant*), and subsequently

LOITSCH (296 miles), from whence an excursion can be made to the neighbouring quicksilver mines, near

IDRIA (15 miles from Loitsch) (*Hotel: Schwarzer Adler*). After Loitsch follows

ADLERSBERG (312 miles), (*Hotels: Krone, Löwe*), and

NABRESINA (351 miles), where the Adriatic is approached. A branch line connects here with Venice. Leaving the station we reach

TRIESTE (363 miles), (*Hotels: Victoria, de la Ville, de France*), population 120,000, beautifully situated at the foot of a range of hills forming a semicircle. It has important shipping interests and an extensive trade. The Austrian Lloyd steamers make the port their chief station. There is regular steam communication with India and all Eastern ports.

*American Consul.*

A. W. Thayer.

*British Consul.*

Captain Burton.

The following information relates to the charges of port dues, &c.:—

The total charges in the cases of four American vessels during the past year were as follows:

519 tons . . . . .	234-79 florins
383 „ . . . . .	101-79 „
400 „ . . . . .	703 „
225 „ . . . . .	100 „

Value of the florin, 48½ cents. All vessels arriving at Trieste are required to be immediately measured, and charges paid, according to Austrian tonnage. There is draft of water for all classes of ships.

*American Shipping Agents—Emilio Monti & Co.*



## FRANCE.

### ROUTES.

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FRANCE has a coast-line of 585 miles along the Atlantic, 525 miles along the North Sea and the Channel, and 360 miles along the Mediterranean. In the north it is bordered by Belgium and Germany; in the west by Germany and Switzerland; and by Italy in the south-western regions. The south is bounded by Spain and the Mediterranean.

Previous to the outbreak of the Franco-German war, France had an area of 207,480 square miles, with a population ex-

ceeding 38,000,000 souls. The loss of Alsace and Lorraine involves a territory of 5,580 square miles, and a decrease in population of about 1,500,000. Thus the present area comprises 201,900 square miles, with about 36,500,000 inhabitants.

There are nearly 300 navigable rivers, the most important among them being the Rhone, Loire, Gironde, and Seine.

The principal mountains are the chain of the Cévennes, west of the Rhone, the low and rounded chain of the Vosges, the Jura, and the chain of the Alps, which forms the boundary between France, Italy, and Switzerland as far as the Jura. Another Alpine ridge takes its rise in the department of the Drôme, and crosses the Côte-d'Or, as far as Dijon. The Pyrenees, in the south, stretch from Cape Creuz to the Bay of Figueras, on the coast of Spain.

The highest peaks in the Pyrenees, the Maladetta and Mount Perdu, attain an elevation of 10,886 feet and 10,994 feet respectively. The French portion of the Alps includes several of the highest mountains and most elevated passes of the range, as Mont Blanc 15,774 feet, Mont Iseran 13,272 feet, Mont Cenis 11,457 feet, and the pass of Little St. Bernard 7,190 feet, that of Mont Cenis 6,770 feet above the level of the sea, &c.

There are in France upwards of 177 seaports trading with foreign countries. The aggregate value of exports and imports is estimated to exceed 1,000,000,000 dollars, or in round numbers 200 million pounds sterling, and about one-half of that is estimated to be the trade by land. This number includes all the small ports, but there are fourteen large ports—viz., four in the Mediterranean, and ten on the Northern and Western coasts. Bordeaux stands third in the list as to the extent of trade, Marseilles and Havre ranking first and second. The port of Bordeaux has great natural advantages for intercourse with foreign countries.

Of the above-named account, manufactures enter for about two-thirds, while the remainder comprises the value of natural product of the soil. Textile fabrics—first silk, and secondly woollen goods, head the list of exports. Next in importance comes wine. Fancy goods, toys, &c., are fourth on the list.

Of other natural products the value of raw silk is the most



important, followed by wool and eggs in the second and third rank.

### *Weights and Measures.*

The metric system was adopted by France almost simultaneously with the inauguration of the Great Republic towards the close of the last century, but the importance of a system of uniformity in weights and measures was not sufficiently understood by the people, and for a long period it made little or no progress. It was not till the year 1837 when, under Louis Philippe, a law was passed rendering illegal the use of the old system. Sufficient time, however, was given for the complete introduction of the metric system. The law passed in 1837 enacted that on and after January 1st, 1840, all weights and measures other than those constituting the metric decimal system were prohibited, and it was rendered illegal even to keep or expose the old weights and measures in stores or warehouses.

The unit of length is the metre, and it forms the basis of the entire system. The unit of capacity—the litre—forms the tenth part of a metre (decimetre), and the unit of weight—the gramme—is obtained from the hundredth part of a metre by cubing it.

The monetary system of France is closely connected with the foregoing. The basis of coinage, with a unit of weight of one gramme, rests upon the metre, the latter being exactly the ten-millionth part of the quadrant, the fourth part of the méridien; “le mètre est un dix-millionième d’un quart du méridien; 10 millions de mètre =  $\frac{1}{4}$  du méridien.”

The subdivisions of a metre are: decimetres, centimetres, and millimetres, and multiplied upwards there are: decametres, hectometres, kilometres, and myriametres.

A square of ten metres forms the unit of superficial or land measurement, and, as stated above, the litre—or one-tenth of a metre—forms the unit of capacity.

The kilogramme is the weight of a litre of distilled water at its greatest density—“4 degrés au-dessus de zéro.” Thus it will be seen the principal weights and measures have a clear and undivided relation to each other.



The American and British equivalents are given in the following statement:—

The gramme is equal to	.	.	15·434 grains troy.
„ kilogramme	„	.	2 lbs. $3\frac{1}{4}$ oz.
„ litre	„	.	0·22 galls. or $1\frac{1}{4}$ pts.
„ metre	„	.	3·28 ft. or $39\cdot37$ in.
„ kilometre	„	.	1,093 yards.
„ metre cube	„	.	35·31 cubic feet.
„ kilometre carré	.	.	0·386 square mile.
1 lb. is equal to	.	.	0·454 grammes.
1 cwt.	„	.	50·797 kilogrammes.
1 gallon	„	.	4·54 litres.
1 yard	„	.	0·91 metres.
1 mile	„	.	1·609 kilometres.

#### Money.

The mercantile value of one pound sterling, or 5 dollars American gold, is usually reckoned 25 francs, though the rate of exchange varies from 25·15 to 25·30 francs.

The gold coins in use are pieces of 100 frs., 50 frs., 40 frs., 20 frs., 10 frs., 5 frs. The value of gold is variable, but usually taken at the rate of 155 pieces of 20 francs to one kilogram weight.

The silver coins are pieces of 5 frs., 2 frs., 1 fr.,  $\frac{1}{2}$  fr.,  $\frac{1}{4}$  fr.,  $\frac{1}{5}$  fr. The franc is coined of 5 grammes of standard silver containing one-tenth of copper alloy.

The following tables give the equivalents of prices, with comparative weights and measures, to calculate the relative prices of goods sold in French money, and *vice versa*:—

	s.	d.	cents.
1 franc per litre	.	.	= 0 $4\frac{3}{8}$ or $8\frac{3}{4}$ per lb.
1 „ „ metre	.	.	= 0 $8\frac{1}{4}$ or $16\frac{1}{2}$ per yard.
1 „ „ litre	.	.	= 3 $7\frac{1}{4}$ or $86\frac{1}{2}$ per gall.
25 cents or 1s. per lb.	.	.	= 2·78 frs. per kilog.
„ „ 1s. per yard	.	.	= 1·38 frs. per metre.
„ „ 1s. per gallon	.	.	= 0·28 frs. per litre.
10 francs per hectare	=	3s. $2\frac{1}{2}$ d.	or 77 cents per acre.
1 dollar or 5s. per acre	=	15·56 $\frac{1}{2}$	francs per hectare.

The foregoing calculations are made at the average exchange of 25·20 francs per pound sterling.

*Statement showing the Declared Value of Exports to the United States of America from the undermentioned Consular Districts in France for each Twelve Months ending September 30th.*

	1871	1872	1873	1874	1875
	\$	\$	\$	\$	\$
Paris . . . . .	25,975,061	38,680,838	35,887,008	36,703,877	37,492,923
Lyons and St. Etienne . . . . .	17,008,333	16,860,435	12,394,150	12,014,920	13,088,937
Marseilles . . . . .	2,890,522	3,340,974	2,185,893	1,875,545	2,220,383
Bordeaux . . . . .	2,612,342	3,388,914	2,987,419	2,206,872	3,275,400
Havre . . . . .	1,942,894	2,486,865	1,240,914	2,093,460	1,829,002
Rheims . . . . .	1,875,507	2,526,040	2,364,786	1,928,474	1,927,451
Cognac and La Rochelle . . . . .	1,664,078	1,948,717	2,006,239	1,785,139	1,719,376
Nantes . . . . .	234,798	185,156	174,869	107,379	67,481
Nice . . . . .	82,170	93,207	214,834	334,260	136,099
Calais & Boulogne . . . . .	1,559,834	570,483	—	—	—
<b>Total . . . . .</b>	<b>55,845,539</b>	<b>70,081,259</b>	<b>69,456,112</b>	<b>59,025,739</b>	<b>61,767,484</b>

*All changes and corrections will receive attention for subsequent editions if addressed to the care of*

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 Chancery Lane, London, E. C.*

*Or to M. R. BEAUFORT,  
 Care of Messrs. MENNONS & Co.  
 Patent Solicitors,  
 52, Basse du Rempart,  
 Bouvt. des Capucines,  
 Paris.*

## ROUTE 57.

## CALAIS TO PARIS.

184 miles. *Fares*, 1st class, 36·55 francs; 2nd, 27·40 francs.



ALAIS (*Hotels: Dessain, Flandres, Railway Station*), population 14,500. This is exclusive of St. Pierre lez Calais, which may be considered as a suburb of Calais. It has a population of nearly 20,000, and boasts of an important industry in lace-making and the manufacture of cotton tulle. A large number of English workpeople are employed in this trade. The manufacturers are almost entirely dependent on American and British markets.

*Lace Manufacturers.*

Gloppe & Tragen.	Duden & Cie.
Bonneville & Garcerie.	N. Viellot.
Ch. Lecomte & Cie.	Brochet & Lavesere.

Among the articles of exportation, rags form an important item. In 1873 the export exceeded 1,000 tons, the entire of which was taken for the American and English markets; but since then it has fallen off, owing to the fact that the large stock of old military clothing is no longer available.

There are upwards of 40 coal-pits at work in the country around Calais. The production of coal had rapidly increased during the past decade, but further progress received a decided check by reason of continued strikes and a consequent rise in wages and curtailment in the hours of labour.

*Consular Agent of the United States.*

Jacques P. Vendroux.

Leaving Calais, the first station of importance is

BOULOGNE-SUR-MER (19 miles), (*Hotels: Cristol, Pavillon, Imperial, Louvre, Bains*), population 42,000. The upper part of Boulogne, or Ville Haute, was in former times strongly fortified, but the ramparts have been converted into promenades, from which, in clear weather, Dover can be discerned. The lower part of the city comprises the seaport.

There are daily steamers direct to London, making the sea passage in about nine hours. A service twice a day is entertained with London *viâ* Folkestone.

The English community forms a large portion of the resident population of Boulogne, and numerous hotels and boarding-houses are provided for the accommodation of visitors. The harbour is too shallow for large ships; it was, however, considerably enlarged and improved by Napoleon I., and also more recently, so that at high water larger vessels can pass in and out with less danger than formerly.

Between Boulogne three stations of no special interest are passed until we reach

ABBEVILLE ( $59\frac{1}{2}$  miles), (*Hotel: France*), population 20,000. Situated on the river Somme, a manufacturing place of some interest, and doing a large trade in flax and hemp.

We again pass several stations of no importance, and reach

AMIENS (95 miles), (*Hotels: France, Angleterre*), population 56,000, situated on the river Somme, and at a distance of about 25 miles from the sea coast. There are very numerous establishments of woollen goods and other textile fabrics, the speciality being velvets. A few of the manufacturers are given in the subjoined list:—

J. Maison & Caille.	A. Fusilier & Cie.
Payen & Cie.	D. Lavallart & Cie.
Vasseur & Cie.	Lenôel Frères.
Durand & Fils.	Bulot & Shotellier.
Jules Boquet & Cie.	Auguste Treuet.
Barbier & Fouquerolle.	Decaix & Vilin.
E. Percheval & Cie.	H. Gumbert.
Mollet Desjardins & Cie.	Hazart & Royez.
P. Poitron & Cie.	Larozière & Fils.
Jumel & Desavoye.	Fournier & Cie.

After Amiens we pass successively through Breteuil (117 miles), Clermont (135 miles), and Creil (144). From thence we reach Chantilly, then St. Denis, and arrive presently at the terminus known as the "Gare du Nord à Paris." There the traveller is kept waiting from 20 to 40 minutes until the baggage is cleared.

## PARIS.

**F**O select hotels in a large city like the French metropolis would require too large a space even in giving a bare description. Some of the larger hotels, on or near the Boulevards, have enjoyed American and English patronage, owing to the advantage that travellers are not subjected to the necessity of taking all meals at the hotels without paying exorbitant rates for ordinary sleeping accommodation.

Near the Opéra are situated the following hotels:—*Grand, Splendide, Capucines, Chatham, Westminster, Mirabeau, Hollande, Orient, Rastatt, Bade, Parlement.* But we have given elsewhere a list, which is believed to be nearly complete.

The local guide books give the key to sightseeing, and afford information on every detail. There are some excellent books; Murray's and Galignani's cannot be excelled.

The United States are represented by—

His Excellency E. B. Washbourne, *E. E. and Min. Plen.*  
*Official Residence, 95, Rue de Chaillot.*

*Secretaries of Legation.*—Col. R. R. Hitt and Henry Vigneau.

*Consul General.*—General A. T. A. Torbert.  
*Official Residence, 5, Rue Scribe.*

*Vice-Consul.*—Colonel Hooper.

*American Newspapers, Reading Rooms, Physicians, &c.*

New York Herald . . .	61, Avenue de l'Opéra.
New York Tribune . . .	23, Rue de la Paix.
American Register . . .	3, Rue Scribe.
A. & W. Galignani . . .	130, Rue de Rivoli.
Dr. Thomas W. Evans . . .	25, Rue de la Paix.
Dr. Johnston . . . . .	10, Bouvd. Malesherbes.

The following list of bankers, export houses, and commission merchants, comprises the firms doing business with the United States :—

A. T. Stewart & Co. . . . .	18, Rue Bergère.
G. A. Girod & Cie. . . . .	21, „
Newall, Smith, & Co. . . . .	30, „
Fould & Co. . . . .	22, „
H. B. Claffin & Co. . . . .	41, Rue de l'Échiquier.
D. H. Holmes . . . . .	4, „
Elliot C. Cowdin & Co. . . . .	19, Rue du 4 Septembre.
Lherbette, Kane, & Co. . . . .	52, „
L. Maillard & Co. . . . .	76, Rue d'Aboukir.
H. Hennequin & Co. . . . .	35, „
C. Berteaux & Radoux . . . . .	10, „
Aitkens & Miller . . . . .	13, Rue Richer.
G. Honegger & Co. . . . .	23, „
A. Hersant & Cie. . . . .	13, „
Straus, Bianchi, & Cie. . . . .	24, „
F. Junet & Co. . . . .	4, „
R. D. Warburg & Co. . . . .	22, „
De Clermont & Co. . . . .	11, Rue Barbette.
A. de Greiff . . . . .	56, Rue des Petites Écuries.
Godchaux Frères . . . . .	10, „
John M. Davies & Cie. . . . .	28, „
C. F. Hovey & Co. . . . .	55, Rue de Châteaudun.
J. Levois . . . . .	8, „
Tiffany, Reed, & Co. . . . .	57, „
C. A. Auffin-Ordt & Co. . . . .	9, Rue Halévy.
Jas. W. Tucker & Co. . . . .	3, Rue Scribe.
Lane, Lamson, & Cie. . . . .	7, „
Chs. Le Gay . . . . .	1, „
Munroe & Co. . . . .	7, „
Van Bergen & Co. . . . .	17, Rue de la Banque.
Leon Pierre . . . . .	12, Rue Martel.
Koch Frères . . . . .	6, „
Levallois & Coquet . . . . .	52, Rue d'Enghien.
Lanman & Kemp . . . . .	36, „
J. Heidenheimer . . . . .	26, „



Lehmaier Brothers . . . . .	49, Rue Lepelletier.
Hecht, Lilienthal, & Cie. . . . .	19,            "          "
Strange Brothers . . . . .	48, Faubourg St.-Denis.
Weil Brothers . . . . .	50, Rue des Marais.
C. H. A. Charter . . . . .	5, Rue Auber.
Pierson & Harriman . . . . .	3, Rue Chauchat.
Arnold, Constable, & Co. . . . .	21, Rue d'Hauteville.
Nicol, Davidson, & Cie. . . . .	35,            "          "
Hughes & Créhange . . . . .	12, Place des Vosges.
Kaandler & Co. . . . .	5, Rue du Conservatoire.
G. Wehry . . . . .	7, Rue de Trévis.
R. Fourcade . . . . .	7, Rue Neuve St. Méry.
H. Closterman & Boyle . . . . .	9, Avenue des Amandiers.
C. Behrend . . . . .	32, Faubourg Poissonnière.
J. Verspuy . . . . .	32,            "          "
C. Morlot & Cie. . . . .	37,            "          "
A. Wolf . . . . .	35,            "          "
Allain & Co. . . . .	2,            "          "
J. Sescau & Co. . . . .	39,            "          "
J. R. Jaffray & Cie. . . . .	14,            "          "
Drevet & Cie. . . . .	54,            "          "
Vogel & Co. . . . .	9,            "          "
Mennons & Cie. . . . .	52, Basse Rempart.
Sternfeld Frères & Cie. . . . .	8, Rue Rougemont.
Passavant & Cie. . . . .	6, Cité            "
May, Firnhaber, & Cie. . . . .	50, Bouvd. Haussmann.
John F. H. Vogt . . . . .	15, Rue Paradis (Poissonnière).
Gueblé & Nippert . . . . .	40,            "          "
Goupil & Cie. . . . .	9, Rue Chaptal.
W. H. Horstmann & Son . . . . .	28, Rue Meslay.
A. Hershheim & Cie. . . . .	16, Rue Bleue.
Neumann & Cie. . . . .	14,            "          "
Lazard Frères . . . . .	40, Rue Ste.-Cécile.
A. Guinet . . . . .	30, Rue Bauden.
I. Schieb . . . . .	24, Rue Druot.
F. J. Hotop & Cie. . . . .	6, Rue du Caire.
J. Glaenzer & Cie. . . . .	35, Bouvd. Strasbourg.
Talamon fils & Cie. . . . .	64, Rue Richelieu.

Wm. Hüffer & Cie. . . . .	18, Rue de Londres.
Pillett, Will, & Cie. . . . .	7, Rue Moncey.
Perier Frères & Cie. . . . .	59, Rue de Provence.
Hottinguer & Cie. . . . .	38, " "
Seligman Brothers & Cie. . . . .	32, Bouvd. Haussmann.
F. S. Ballin & Cie. . . . .	28, " "
Drexel Harjes & Co. . . . .	44, " "
L. Callaghan & Cie. . . . .	33, " "
Rothschild Frères . . . . .	21, Rue Lafitte.
Pedro Gill . . . . .	6, Bouvd. des Capucines.
Société Générale . . . . .	1, Place de l'Opéra.
Marcuard André & Cie. . . . .	31, Rue Lafayette.
Gay, Rostrand & Cie. . . . .	66, Rue Chaussée d'Antin.
Emile Erlanger & Cie. . . . .	21, Rue Taitbout.

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*Ou à M. R. BEAUFORT,*

*Chez MESSRS. MENNONS & CIE.,*

*52, Basse du Rempart,*

*Bouvd. des Capucines,*

*Paris.*

*Statement showing the Declared Value of Exports to the United States from the Consular District of Paris during Twelve Months ending September 30th of each year.*

	1873	1874	1875
	\$	\$	\$
Books and Engravings . . . . .	199,725	183,440	234,708
Boots and Shoes . . . . .	92,934	82,866	88,756
Bronzes and Works of Art . . . . .	786,123	785,077	849,824
Buttons and Trimmings . . . . .	1,541,282	1,455,567	2,141,345
Chemicals . . . . .	555,742	752,544	731,046
Clocks and Watches . . . . .	176,753	175,095	263,611
Clothes and Costumes . . . . .	167,321	215,679	935,172
Cotton Goods . . . . .	413,967	350,175	819,494
Drugs and Medicines . . . . .	72,954	78,356	62,100
Dye Stuffs . . . . .	199,044	269,053	201,083
Fancy Goods . . . . .	1,384,934	1,444,180	1,374,098
Flowers (Art.) and Feathers . . . . .	1,184,932	1,432,447	1,775,410
Furniture . . . . .	194,651	121,279	274,508
Glass and Porcelain . . . . .	695,788	839,345	883,838
Gloves . . . . .	613,324	844,297	821,107
Hair (Human) . . . . .	406,619	230,382	149,665
Hats and Hatters' Goods . . . . .	1,133,577	1,127,119	1,083,803
Jewellery . . . . .	1,083,293	942,447	1,341,820
Laces and Tullies . . . . .	631,620	515,047	589,902
Leather and Calf-skins . . . . .	3,374,331	3,619,822	3,322,325
Linen Goods . . . . .	614,770	473,703	197,954
Merinoes, Bombazine, &c. . . . .	2,080,460	1,427,531	—
Miscellaneous . . . . .		3,975,998	2,137,942
Miscellaneous Dry Goods . . . . .	2,209,420	10,679,755	9,106,031
Optical and Surgical Insts. . . . .	255,468	180,246	548,520
Pianos and Musical Insts. . . . .	88,443	84,616	115,805
Seeds and Plants . . . . .	55,651	64,348	57,026
Shawls . . . . .	616,260	953,466	614,477
Silks and Velvets . . . . .	1,719,500	1,028,160	427,344
Stationary . . . . .	274,965	147,286	205,244
Toilet Articles & Perfumery . . . . .	419,425	365,842	524,945
Wines and Liquors . . . . .	97,606	56,600	74,607
Woollen Goods . . . . .	1,796,395	1,802,109	5,436,013
Total . . . . .	35,525,787	36,703,877	37,492,923

*Aluminium Goods.*

Société Anonyme, 21, Boulevard Poissonnière.  
 Clermont & Martin, 104, Temple.  
 J. Zoeller, 5, Grenétat.

*Amber Goods.*

Gottschalek & Cie., 76, Faubourg St. Martin.  
 Mourot & Guillaume, 68, Faubourg St. Martin.  
 C. Scheidel & Cie., 66, Boulevard Sebastopol.  
 J. Bracher & Fils, 11, Lauzan.

*Artistic and Fancy Bronze Goods.*

Carmant & Normant, 26, Rambuteau.  
 E. Gascon, 30, Réaumur.  
 Leblanc Frères, 7, Réaumur.  
 E. Carrière, 60, N. D. de Nazareth.  
 A. Franchette, 38, N. D. de Nazareth.  
 Daniel & Cie., 7, Bonaparte.  
 Bouron & Dallbergue, 12, Charlot.  
 François Legendre, 53, Charlot.  
 Martinet Frères, 71, Charlot.  
 Berthet & Fils, 18, St. Gilles.  
 H. Desartre & Cie., 26, Saintonge.  
 Boyer Frères, 64, Saintonge.  
 Trioullier & Fils, 1, Vieux Colombier.  
 Ganneron & Motet, 74, Amelot.  
 Broquin & Lainé, 59, Faubourg Temple.  
 Pauwels & Fils, 39, Faubourg Temple.

*Cambrics.*

A Bieriôt & Cie., 25, Cléry.  
 G. Simmonet, 40, Cléry.  
 Vinchon & Basquin, 13, Mulhouse.  
 Antoine Ménard, 23, Sentier.  
 Bricout-Mollet, 10, Sentier.

*Cachemir and other Shawls.*

- M. Dalsème, 22, Provence.  
 C. Oulman & Fils, 2, Drouot.  
 E. Caillieux & Fils, 51, Aboukir.  
 H. Hennequin & Cie., 35, Aboukir.  
 Tabourier, Perreau, & Cie., 6, Aboukir.  
 Pénicaud & Naude, 23, des Jeûneurs.  
 Collett, Dubois, & Cie., 31, du Mail.  
 L. Planche & Cie., 23, du Mail.  
 B. Wulveryck, 13, Mail.  
 Verdè-Delisle, Frères, & Cie., 80, Richelieu.

*Chemicals, Drugs, and Dye-stuffs.*

- Arnette Frères, 4, Barbette.  
 C. Huvelle, 10, Quai Marne.  
 Guinon, Fils, & Cie., 10, de Jouy.  
 Armet de Lisle & Cie., 46, Mather.  
 Ch. Collin, 15, Quincampoix.  
 M. H. Deiss, 15, Volta.  
 Chévé & Gerard, 36, Verrerie.  
 A. Marion, 78, Avenue St. Germain.  
 J. B. Defay & Cie., 115, Boulevard Magenta.  
 Ch. Nolot, 15, Linné.  
 Bardon & Asseline, 11, St. Croix Bretonnerie.  
 Dubosc & Cie., 75, Vieille Temple.  
 Fleuriet, Delattre, & Cie., 5, Renard St. Merri.  
 Lamoureux & Gendrot, 48, Franco-Bourgeois.

*Diamonds and Precious Stones.*

- E. Bigot-Dumaine, 13, Saintonge.  
 B. Herz & Cie., 37, Châteaudun.  
 Maurot & Guillaume, 48, Faubourg St. Martin.  
 Ochs Frères, 100, Boulevard Sebastopol.  
 Ch. Buquet, 15, Buci.  
 J. Halphen & Cie., 6, Lepelletier.  
 Hadamard & Bruhl, 15, Bleue.  
 E. Fallek & Fils, 11, Lafitte.  
 L. Rouvenat, 62, Hauteville.

*Cameo-cutters and Merchants.*

J. P. Barri, 170, Temple.  
 C. Schmoll, 132, Turenne.  
 Staiger & Cie., 78, Quai Hôtel de Ville.  
 Francati & Santamaria, 52, Bondy.  
 G. Bissinger, 46, Victoire.  
 Ed. Guyetant, 19, Bouvd. Montmartre.

*Dress Goods, Woollen, Silk, and other Textile Fabrics for Ladies' wear, Furniture, &c.*

Collet, Dubois, & Cie., 31, du Mail.  
 Guybert & Langlois, 1, du Mail.  
 E. Joriaux & Cie., 39, Sentier.  
 O. Koechlin Frères, 33, Sentier.  
 Schlumberger, Fils, & Cie., 36, Sentier.  
 Aimé, Sellière, & Cie., 30, Sentier.  
 Feray & Cie., 29, Sentier.  
 Catteau & Cie., 23, Sentier.  
 Carlhian & Louvet, 26, Sentier.  
 A. Tavernier, 3, Sentier.  
 Gros, Roman, & Cie., 8, Ste. Cécile.  
 E. Huber & Cie., 20, Quatre Fils.  
 Dauant & Cie., 7, Coq-Héron.  
 A. Chicotet, 77, Rambuteau.  
 Braquénié Frères, 16, Vivienne.  
 Massein, Loussel, & Cie., 50, Sebastopol.  
 Félix Colliard & Cie., 52, Hauteville.  
 Talamon, Fils, & Cie., 64, Richelieu.  
 Scheurer-Rott & Fils, 4, Rougemont.  
 Ch. Piot & Fils, 14, Aboukir.  
 Estragnat & Susse, 4, Cléry.  
 Lantz Frères, 53, Ours.



*Fancy Leather Goods.*

- D. Guillot, Fils aîné, 117, Temple.  
 C. Kothé & Cie., 129, Boulevard Sébastopol.  
 W. Marx, 15, du Chaume.  
 G. Toiray-Maurin, 4, des V. Haudriettes.  
 Guille & Cie., 21, Chapon.  
 Midocq & Fils, 121, Temple.  
 Rubel & Cie., 62, Turbigo.

*Glove Manufacturers.*

- P. Aigony, 98, Boulevard Sébastopol.  
 Chs. Berr & Cie., 37, Rue J.-J. Rousseau.  
 Berrier-Jouvin & Cie., 1, Rougemont.  
 Boissonade Frères, 17, Thévenot.  
 Cheilley, jne., & Cie., 66, Tiquetonne.  
 Chs. Courvoisier & Cie., 126, Lafayette.  
 Vve. Jouvin & Cie., 6, Boulevard Montmartre.  
 H. Liotard, 122, Rue Montmartre.  
 J. & B. Rémy, 14, Petit Carreau.  
 Tréfousse & Cie, 26, Baudin.  
 Henry Landron, 46, Boulevard Haussmann.  
 H. Cerf, 6, Française.

*Meerschaum Goods.*

- Schlesinger & Cie., 21, Martel.  
 Gottschalck & Cie., 76, Faubourg St. Martin.  
 Crawley & Henry, 17, Béranger.  
 Foegly & Dorsch, 240, St. Denis.  
 Jules Fex aîné, 5, Montmorency.  
 Guill. Korner, 190, St. Martin.  
 Lerchenthal & Ries, 16, Montmorency.  
 Philippart-Moulin, 8, Montmorency.

*Perfumery Manufacturers.*

- Arbelin & Cie., 40, Rue d'Enghien.  
 Briquet & Cie., 47, Rue d'Enghien.  
 E. Joubert, 10, Rue d'Enghein.  
 V. Achard & Cie., 44, Petites Ecuries.  
 E. Couty, 92, Avenue Batignolles.  
 F. Crucq, 11, Trévisé.  
 Demarson, Chetelat, & Cie., 71, St. Martin.  
 Gellé Frères, 35, D'Argout.  
 Mero & Boyveau, 16, D'Argout.  
 A. D. Lavandier, 4, Salm de Caus.  
 J. V. Bully, 67, Montorgueil.  
 Pinaud & Meyer, 37, Boulevard Strasbourg.  
 L. T. Piver, 40, Boulevard Strasbourg.  
 Rigaud & Cie., 3, Vivienne.  
 E. Rimmel, 17, Boulevard Italiens.  
 Roger & Gallet, 38, Hauteville.  
 Cottam & Cie., 79, Rivoli.  
 Vibert Frères, 28, Boulevard Sebastopol.  
 Felix Prot & Cie., 55, Ste. Anne.

*Porcelain and China Goods.*

- H. Ardent & Cie., 8, Martel.  
 Hache & Pepin, 27, Paradis (Poissonnière).  
 Chs. Pillivuyt & Cie., 46, Paradis (Poissonnière).  
 Collet Frères, 5, Paradis (Poissonnière).  
 A. Clarétie, 8, Paradis (Poissonnière).  
 Lebeuf, Milliet, & Cie., 61, Faubourg (Poissonnière).  
 Seigle & Chavoit, 11, Petites Ecuries.  
 Leullier, Fils, & Bing, 48, Faubourg St. Denis.  
 Gibus & Cie., 67, Faubourg St. Denis.  
 Faugeron & Dupuis, 146, Faubourg St. Denis.

## ROUTE 58.

## BREST TO PARIS.

387 miles. *Fares, 1st class, 76·75 francs ; 2nd, 57·55 francs.*

**B**REST (*Hotels : des Voyageurs, Lamarque*), population 66,000. Situated on the west coast of Brittany, ranking among the principal stations of the French Navy; as such, its chief trade is in connection with contracts for naval stores and provisions. Apparently a lack of enterprise similar to that experienced in neighbouring ports prevails at Brest; the export trade with England is exceedingly limited. The whole district produces a considerable excess of its requirements in cattle, horses, cereals, fruit, and vegetables; however, little or nothing is shipped here; while the neighbouring smaller ports, Morlaix and St. Briec, entertain direct steam communication with England and the Channel Islands. It is strongly fortified, and the city is situated on an eminence, with steep and irregular streets.

*American Vice-Consul.*—E. Le Pommelee.

*British Consul.*—H. Raynals.

The first station is

LANDERNEAU (11½ miles), (*Hotel : l'Univers*), population 7,000. A busy and very interesting old city. We next reach

MORLAIX (37 miles), (*Hotels : Provence, Europe*), population 15,000. Situated on a tidal river or creek. Linen manufacture and various industries contribute to the prosperity of this quaint and interesting place. There is a weekly steam communication between Morlaix and Dartmouth. Passing several unimportant stations we come to

GUINGAMP (75 miles), and then to

ST. BRIEC (92 miles), (*Hotel : l'Univers*). A weekly steam communication has been established between this place

(Port Legué) and Guernsey, Jersey, and Plymouth. It tends to promote the export of agricultural produce, cattle, &c.

Passing successively Lamballe (105 miles) and Broons (122 miles), we reach the ancient capital of Brittany, viz:—

RENNES (156 miles), (*Hotels: Grand Hotel, Julien*), population 53,000, situated near the confluence of the Ile and Vilaine. It is the centre of an extensive industrial district. Various branches of manufacture are prospering, especially leather dressing and tanning; there are likewise several glove makers. At Rennes is the junction of the lines to Nantes, and St. Malo.

Continuing the route we reach

VITRÉ (178 $\frac{3}{4}$  miles), (*Hotels: Sévigné, l'Univers*), population 9,000. Affords a favourable specimen of a mediæval town. The fortifications are, for the most part, in good preservation. The castle is now a prison.

And the next station is

LAVAL (201 miles), (*Hotels: de France, Paris*), population 28,000; on the Mayenne; presents much the same characteristics as Vitré. The industry of the place consists principally in the manufacture of linen and cotton goods and thread. Handkerchiefs, table linen, and bed-ticking, form the chief articles of production.

The intermediate stations are unimportant, and the next place of interest is

LE MANS (257 miles), (*Hotels: Boule d'Or, Dauphin*), population 46,000. A large business is done here in hemp and flax, and other agricultural produce. There are a few industrial establishments, mostly calculated to supply local wants.

Passing through a beautiful expanse of country watered by the Huisne, we reach

LA FERTE-BERNARD (282 $\frac{1}{4}$  miles), a town of about 2,700 inhabitants, with a beautiful church and a fine Hôtel de Ville.

The next station is

NOGENT-LE-ROTRON (295 $\frac{1}{4}$  miles), (*Hotels: du Dauphin, de la Gare*), population 7,000. It occupies an attractive situation on the Huisne.

After two or three intermediate stations we arrive at

CHARTRES (333 miles), (*Hotels: de France, du Duc de Chartres*), population 20,000. It is an ancient town, built on the slope of a hill overlooking the river Eure. The Cathedral, one of the largest and most imposing ecclesiastical structures in Europe, with its lofty spires—one of them rising to a height of more than 400 ft.—stands on the summit of the hill.

Leaving Chartres, we cross the Faubourg St. Jean over a viaduct of eighteen arches, and afterwards the Voise, and the valley through which it runs, on a viaduct of thirty-two arches, and presently reach

MAINTENON (345 miles), situated at the confluence of the Eure and Oise, and then reach

EPERON (350 miles), after which follows

RAMBOUILLET (358 miles), and thence, passing through Versailles, we reach Paris.

## ROUTE 59.

## CHERBOURG TO PARIS.

239 miles. *Fares, 1st class, 45·75 francs ; 2nd, 34·25 francs.*



HERBOURG. (*Hotels: l'Aigle, l'Univers, des Bains*), population 40,000. Situated at the head of a deep bay on the northern extremity of the peninsula of the Cotentin, on the English Channel, and opposite the Isle of Wight. One of the principal stations of the French Navy. It has numerous docks and basins, and a spacious harbour. It is protected against hostile attempts by its powerful fortifications.

The advantages which Cherbourg possesses, with its magnificent roadstead, commodious harbour, and its direct railway communication with the interior of France, represent sources of great wealth, the development of which, in a commercial sense, has never yet been attempted. As a port of call, Cherbourg is advantageously situated, but there is apparently a total absence of enterprise among the resident mercantile community.

*American Consul.*—Émile Postel.

*British Consul.*—H. Hamond.

After leaving Cherbourg we pass through a rich agricultural district. The inhabitants are largely trading with England, exporting eggs, butter, poultry, and cattle. The female portion is occupied in the manufacture of lace. After leaving Cherbourg we reach

VALOGNES (17½ miles), (*Hotel: du Louvre*).

Next to it Montebourg, and Carentan (35½ miles); Lison (47½); and then

BAYEUX (64 miles), (*Hotels: Luxembourg*), population 10,000. The principal object of interest is the celebrated Bayeux Tapestry, said to have been worked by Matilda, wife of William the Conqueror. It consists of fifty-eight com-



partments, representing incidents connected with the Norman invasion and conquest of England. The following are manufacturers of lace goods:—

Norman, Fils, & Chandon.  
Auguste Lefebvre Frères.

We then pass through

ANDRIEUX (70 miles), and

BRETTEVILLE (74½ miles), after which we reach

CAEN (82 miles), (*Hotels: d'Angleterre, Humby's*), population 45,000, comprising a considerable number of English residents. The quarries in the neighbourhood supplied the material for the old London Bridge, the White Tower, Henry VII.'s Chapel, the cathedrals of Winchester and Canterbury, and many other churches throughout England. The manufacture of lace is important, occupying a large number of the female population throughout the whole district. The following list comprises some of the firms engaged in the export thereof:—

Carroz, Dubuisson, & Cie.

A. Deloge & Cie.

Francfort & Elié.

Lepeltier Frères.

E. Chapel.

G. Jouanne.

The next stations are Mazidon (97 miles), Mesnil-Mauger, (101½ miles); then follows

LISIEUX (113 miles), (*Hotels: Commerce, Espagne*), population 20,000. Has a plainly-built cathedral of the thirteenth century, in the adjoining chapel of which are preserved the vestments of Thomas à Becket. It is a manufacturing place of some importance; flax spinning and weaving; cotton goods, flannels, and mixed fancy dress goods are produced.

#### *Bankers.*

J. Dufresne Fils aîné.

Mallet, Prat, & Cie.

Comptoir d'Escompte de Caen.

The next station is

BERNAY (132 miles), (*Hotels: Cheval Blanc, Lion d'Or*), population 6,000. A small manufacturing place; there are

flax, wool and cotton spinners, fustians, swansdown, as well as ribbon and tape manufacturers. Passing through several unimportant stations, we reach

EVREUX (162 miles), (*Hotels : du Grand Cerf, Mouton Couronné*), population 12,000. There is a noble cathedral, with the Episcopal Palace adjoining it. This is another industrious place; hosiery and various cotton, worsted, and linen goods are manufactured here.

After passing Evreux we go through a long tunnel, and reach Bueil (179 miles), and MANTES (194 miles). From hence to Paris (35 miles). See Route 60.

*Toutes rectifications ou changements de domicile doivent être adressées pour la prochaine édition à*

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 Chancery Lane, London.*

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 Chez Messrs. MENNONS & CIE.,  
 52, Basse du Rempart, Bouvd. Capucines,  
 Paris.*

## ROUTE 60.

## HAVRE—ROUEN TO PARIS.

143 miles. *Fares, 1st class, 28·10 francs ; 2nd, 21·05 francs.*



AVRE (*Hotels: Europe, Frascati, Normandie*), population 87,000. The second in importance of French shipping ports. Extensive works were commenced several years ago for the enlargement of the port. In the outer port there is at spring-tide about 32 feet water, and at neap-tide rather more than 25 feet, while at the entrance of the two principal docks there are respectively 35 and 31 feet at spring-tides. Many improvements have been made and are in course of completion, so that Havre is enabled favourably to compete with rival ports on the Atlantic coast.

The shortcomings of the railroad management have tended to inflict great injury on the commercial interests of the port. The high rates of freight which rule between Havre and the great centres of industry of France, Switzerland, &c., threaten to annihilate the prestige of Havre as an *entrepôt* for cotton. The same evil affects the movements of German and Swiss emigrants. Various prospects are on foot with the view to break down the monopoly held by the railway company, and thus to remedy existing evils. While the tonnage, inwards and outwards, of the ports increased from 1,799,349 tons in 1865, to 3,373,766 tons in 1874, the railway accommodation of to-day remains the same as ten years ago.

## CONSULS :

*Austria*—E. Troleux.

*Great Britain*—Fred. Bernal.

*Belgium*—A. Kreglinger.

*Italy*—P. Braceschi.

*Brazils*—E. Ferreira-Alves.

*Russia*—J. D. Neilissow.

*Germany*—O. Peyer.

*Spain*—J. C. Couder.

*United States*—John A. Bridgland.

„ *Vice-Consul*—John Hunt.

The importance of Havre as a cotton market is illustrated

by the following statement, showing the imports of cotton wool during the past five years :—

COUNTRIES.	1870.	1871.	1872.	1873.	1874.
	Bales.	Bales.	Bales.	Bales.	Bales.
United States .	293,984	183,517	232,250	233,494	341,329
Brazil . . .	58,622	60,782	99,744	33,532	43,207
Other countries	115,680	274,191	209,401	121,489	204,514
Total . . .	468,286	518,490	541,395	378,515	589,050

*Port charges.*

The following statement shows the expenditure to which vessels of 1,000 tons register are subject, coming to Havre from any part of the world. The weight of cargo per ton delivered is fixed by government, and varies, according to the nature of the merchandize, from 150 to 1,000 kilos. :—

	Francs.	Cts.
Protest at the tribunal of commerce . . . . .	14	45
Surveyors on the cargo . . . . .	95	00
Sanitary dues . . . . .	150	00
Haulers into dock . . . . .	35	00
Bridge men . . . . .	7	20
Pilotage in . . . . .	395	85
Help boat in . . . . .	30	00
Dock dues . . . . .	750	00
Tonnage dues . . . . .	1,000	00
Life-boat dues . . . . .	60	00
Passport and clearance . . . . .	2	25
Pilotage out . . . . .	88	10
Help boat out . . . . .	30	00
Haulers out of dock . . . . .	19	50
Stamps, printing, petty expenses . . . . .	12	00
Brokerage in, per ton of cargo delivered . . . . .	—	50

Capt. C. Brown, an American, has been established many years at Havre as general commission merchant and shipping agent for several transatlantic lines of steamers.

The most prominent shipping houses, as well as commission merchants trading with transatlantic ports, are comprised in the following list:—

L. & Ch. Le Roux & Cie.  
Masurier, Le Jeune, & Fils.  
Rispal Frères.  
G. Rosenlecher.  
De Coninck Frères & Cie.  
Perret, Alleaume, & Cie.  
Meinel Frères & Cie.  
George Lockhart.  
P. Devot & Cie.  
Fehr & Cie.  
Draper & Wood.  
Ph. Engels.  
J. G. Schmidt & Cie.  
F. Hartog & Cie.  
Ed. Borel & Cie.  
F. W. Barlow & Cie.  
Haas & Hény.  
Albert Kreglinger & Cie.  
Yrigoyen Frères & Cie.  
Langer & Cie.  
Haase & Cie.  
Lherbette, Kane, & Cie.  
R. Dumoutier & Cie.  
Busch & Cie.  
W. Iselin & Cie.  
Lefebvre Frères.  
F. Dumont & Cie.  
J. Barbulié & Cie.  
Batalla & Lelière.  
A. D. Bordes.  
A. Broström & Cie.  
Clerc, Urbain, & Cie.  
Georges Ferrère & Cie.  
F. Foerster.  
E. Grosos.

F. Kronheimer.  
 Latham & Cie.  
 Eug Lecoq.  
 C. Brown.  
 F. Mallet & Cie.  
 Th. Breckenridge.  
 Amtmann & Cie.  
 Quesnel Frères & Cie.  
 Delaroche & Cie.  
 Victor Germain.  
 Les Fils de C. Fischer  
 E. Dubosc & Cie.  
 Masquelier Fils & Cie.  
 Monod Frères & Cie.  
 F. Perquer & ses Fils.  
 P. Kerdyck.  
 Zellweger Frères.  
 E. Wanner.  
 C. Bérard & M. Gautier.  
 Marcel & Cie.

The neighbouring ports of Havre, viz., Honfleur, Trouville, &c., are doing a large export trade in fruits, butter, eggs, and cattle. Of eggs alone 16 million dozens are shipped annually, chiefly to England.

After leaving Havre the railway runs for some distance near the banks of the Seine. The first station is

HARFLEUR ( $4\frac{1}{2}$  miles). We then pass successively

BENZEVILLE ( $16\frac{1}{2}$  miles), Alvimare (25 miles), and reach

YVETOT (32 miles), (*Hotel: des Victoires*), population 9,000; with a considerable trade in cattle and agricultural products, and manufactures of cotton and linen. There are likewise several manufactures of cotton and mixed goods, chiefly bed-ticking. The Lord of Yvetot is styled "Roi d'Yvetot" in old chronicles, and antiquaries have been much puzzled to account for the origin of the title.

Passing several places of no interest to the tourist, we go through a tunnel more than a mile and a quarter in length, before reaching



MALAUNAY (50 miles), and shortly afterwards arrive at ROUEN (56 miles), (*Hotels: Albion, Angleterre, Paris*), population 150,000. One of the largest manufacturing places of France; it has likewise some importance as a shipping port. During the past year 720 sailing vessels and steamers with an aggregate tonnage of 146,332 tons were reported at Rouen, and it is stated that a vessel of 1,700 tons, drawing 17 feet, has been able to come up at spring tides.

A stone bridge and a suspension-bridge connect the Faubourg St. Sever, on the left bank of the river, with the city, which is at once one of the most picturesque and one of the busiest places in France. Some of the streets are well built, with modern stone houses, but the greater part of Rouen is old, with tall, narrow, quaintly carved and gabled houses.

*Consular Agent of the United States.*—Louis Guebert,  
52, Rue de Crosne.

A variety of textile fabrics in wool, cotton, and flax is produced here, printed cotton goods being among the specialities. There are many establishments on a large scale both in spinning and weaving, and a very large number of smaller factories. Among the most prominent manufacturing firms are the following:—

Société Cotonnière.  
Pouyer-Quertier, fils.  
A. Manchon & Cie.  
Lemonnier Frères.  
Jules Dubosc & Cie.  
Girard & Cie.  
A. Goulon.  
Lemaître-Lavotte.  
Armand Dieusy.  
Fauquet Lemaître.  
F. Bertel.  
A. Rivière & Cie.  
J. Lépicard.  
A. Thouroude.  
L. Guébert.

Taking our departure from Rouen, we pass through several cuttings and tunnels, on emerging from which we have a beautiful view of the Seine and of the city. We next reach

OISSEL (65 miles), at which place we find upwards of twenty cotton mills of more or less importance. We next pass

PONT DE L'ARCHE (69 miles) and

ST. PIERRE DE VOURY (77 miles). Here a line branches off to

LOUVIERS (*Hotel: Grand Cerf*), population 12,000. An important manufacturing place. Woollen and mixed cloths, stuffs and fancy dress goods are produced here.

The next station is

GAILLON (85 miles), and then we reach

VERNON (95 miles), (*Hotel: du Lion d'Or*), population 12,000; and here again are found a small number of cloth manufacturers, cotton velvets being the principal article.

Passing through

ROSNY (104 miles) we reach

MANTES (106 miles), (*Hotels: Cerf, des Postillons*), renowned as the place where William the Conqueror, after reducing the greater portion of it to ashes, met with the injury that caused his death. The scenery about the Seine is very pleasing as we proceed towards

TRIEL ( $121\frac{3}{4}$  miles), in the church of which there is a painting of the "Adoration of the Shepherds."

The next station is

POISSY (127 miles). The largest cattle market in France. We now cross part of the forest of St. Germain to

MAISONS LAFFITTE ( $132\frac{3}{4}$  miles), (*Hotel: Talma*). This hotel was once the residence of the great tragedian of the name. The château was occupied for a time by Voltaire. Leaving Maisons, a journey of less than half an hour brings us to Paris.

## ROUTE No. 61.

## PARIS TO BRUSSELS.

193 miles. *Fares, 1st class, 35·80 francs; 2nd, 26·81 francs.*



OR the journey from Paris to Mauberge (143 miles), refer to Route No. 30. After Mauberge we reach

FEIGNIES (145 miles), the last French station; and a few minutes more brings us to

QUEVY (147½ miles). Here is the Belgian custom-house. A delay of twenty to thirty minutes occurs. Passing through Frameries and Cuesmes, we arrive at

MONS (156 miles), (*Hotels: Couronne, Singe d'Or*), population 30,000. This is the great centre of the Belgian coal district.

Between Mons and Brussels no stations intervene which have the slightest interest so far as commerce is concerned.

The foregoing is the newest and shortest route between Brussels; but there is no night travel on this route, nor has it any commercial importance. The other route lies *viâ* Amiens, and thence Brussels can be reached *viâ* Douai and Valenciennes, or *viâ* Lille; at the latter place the train joins the Calais line to Brussels. The route so far as Amiens has been described under No. 57. From there we reach, after a travel of about 40 miles,

ARRAS (120 miles from Paris), (*Hotels: Griffon, de l'Europe*), population 25,000; a fortified place on the Scarpe. The ramparts, adorned with fine trees, afford agreeable promenades.

This is a manufacturing place, chiefly lace. There are numerous distilleries and oil mills, tanneries, and sugar refineries. Also a large trade in cereals.

From Arras, we proceed through Lens and Bethune, to

HAZEBROUCK (160 miles), and here we gain the road over which the mail route from Calais leads to Brussels.

From Hazebrouck we have 28 miles to LILLE (*Hotels: l'Europe, de France*), population 155,000. This is an important fortress, situated on the Deule, in a level, fertile district. The streets are wide; there are several fine squares; and the houses, mostly in the modern style, are well built. This is a wealthy city, populated by an exceedingly industrious and energetic race. There are numerous and extensive flax and cotton spinning establishments. "Lille Thread," and the fabrics produced from it, are known throughout the world. There are likewise extensive ironworks and foundries. Several sugar refineries, oil mills, and other branches of industry are prospering.

*Consular Agent of the United States.*—C. D. Grégoire.

*British Vice-Consul.*—W. Wilson.

Among the more prominent flax spinners and thread manufacturers are the following firms:—

C. Crespel, Veuve & Fils.	A. & E. Maquet.
Henri Detaillieurs.	C. Paillot & Cie.
A. Sarrazen.	P. Vrau & Cie.
D. & V. Picanet.	Crespel & Descamps.
Mallet & Darras.	Humbert Frères.
Curtis & Cie.	Lemaître Desmeestère & Cie.

Among the manufacturing firms the following may be enumerated:—

Jules Wallaert & Cie.	A. Leleux.
A. Vedał & Cie.	Jules Scrive & Fils.
Pauris Frères.	Billau & Delahaye.
Colomb & Cie.	Danset Frères.
J. Casse & Fils.	E. Genin & Cie.

From Lille we pass through BOUVINES BAISIEUX and reach the Belgian frontiers at BLANDAIN, where passengers' luggage is examined.

Passing through Tournai (see Route 23), Ath, and Hal, we reach Brussels (see Route 18).

## ROUTE 62.

## PARIS TO STRASBURG.

312 miles. *Fares, 1st class, 60·55 francs; 2nd, 45·30 francs.*



AT the extremity of the Boulevard de Strasburg is situated the terminus of the Eastern Railway Company. The road runs through PANTIN, Bondy, Chelles (12 miles), Lagny (17½ miles), and then we reach

MEAUX (28 miles), (*Hotels: Trois Rois, Cerf*), population 12,000. Situated on the Marne. There are several establishments for the manufacture of agricultural implements, weighing machines, &c.

After leaving Meaux we cross the Marne, and, passing through the tunnel of Armentières, recross the river, and arrive at

LA FERTE SOUS JOUARRE (41½ miles), (*Hotels: de France, du Porc-épic*), population 4,600. The Marne is here agreeably diversified with islands. The place is famous for its quarries, producing millstones which are largely exported to England and to the United States.

Passing NANTEUIL (46½ miles), the road continues through a charming scenery along the river, reaching

CHÂTEAU-THIERRY (60 miles), (*Hotel: d'Angleterre*), population 6,000. Situated on an eminence overlooking the Marne. We pass successively the following stations:—

Megy (65 miles), Dormans (73 miles), Damary (84 miles), situated in a beautiful valley, and then approach the Champagne district, reaching

EPERNAY (89 miles), (*Hotel: de l'Europe*), population 12,000. A small but clean and pleasant place, second only in importance for its trade in Champagne wine. The following establishments are situated here:—

De Venoge & Cie.

Moët & Chandon.

Dufaut & Cie.



Perrier Jouët & Cie.  
 Eckel Frères.  
 J. Roussillon & Cie.  
 Jules Fournier.  
 H. Piper & Cie.

A branch line of about 19 miles runs from here to

RHEIMS, or REIMS, as it is now called (108 miles from Paris), (*Hotels: Lion d'Or, du Commerce*), population 70,000. Situated on the Vesle, tributary to the river Aisne. This is the great centre of the Champagne district and its wine trade.

*American Consul.*—A. G. Gill.

The following firms are resident at Rheims, engaged in the exportation of champagne wines:—

George Goulet & Cie.  
 A. Helégard.  
 Pommery Vve. & Fils.  
 Max Sutaine & Cie.  
 Vve Cliquot & Ponsardin.  
 Ruinart & Fils.  
 De St. Marceaux & Cie.  
 Boll & Cie.  
 Eugène Cliquot.  
 Association Vinicole.  
 Charles Heidsieck & Cie.  
 Heidsieck & Cie.  
 Boom & Cie.  
 E. Irroy & Cie.  
 G. H. Mumm & Cie.  
 Jules Mumm & Cie.  
 Louis Roederer.  
 Théophile Roederer & Cie.  
 C. Farre.  
 F. Gautier & Cie.  
 Kunkelmann & Cie.  
 A. Delbeck.  
 Fisse, Thirion, & Cie.  
 Binet, Jeune, & Cie.



Rheims has numerous factories of woollen and worsted goods. Upwards of 8,000 hands are employed in spinning and weaving, but there is very little export trade.

There are numerous other champagne houses outside of Rheims situated within easy distances; their whereabouts are detailed in the following list:—

## AVIZE.

Giesler & Cie.  
 A. Sergent & Cie.  
 C. Francart & Cie.  
 Barra & Cie.  
 J. Bumiller.  
 J. Koch Fils.

## AY.

Deutz & Geldermann  
 Walch & Cie.  
 Alfred Aubert Fils.  
 F. Folliet, Streck, & Cie.  
 Vautrin & Fils.  
 J. Bollinger.  
 Ayala & Cie.  
 A. Duminy & Cie.

## MAREUIL-SUR-AY.

Foucher, Olivier, & Cie.  
 Bruch-Foucher & Cie.  
 Alfred de Montebello & Cie.  
 Bouché, Fils, & Cie.  
 A. Verrier jne.

## VERZENAY.

Jos. Perrier jne & Cie.  
 Moët & Chandon.  
 Lanson Frères & Fils.  
 Louis Roederer.  
 Pommerey & Fils.  
 Louis Guenardelle.

Returning to Epernay and continuing the route to Strasbourg, we reach

CHALONS SUR MARNE (108 miles), (*Hotel: de la Haute Mère Dieu*), population 18,000. Here again is a considerable trade in champagne. One of the establishments, near the station, possesses cellars six miles long, excavated from the chalk rocks.

The following champagne makers are established here:—

Jos. Perrier, Fils, & Cie.

Jacquesson & Fils.

Aubertin & Cie.

Fréminet & Fils.

B. & E. Perrier.

A. Colin.

J. Coerg & Cie.

At a short distance from the city is situated the military camp. Chalons is connected by a branch road with VERDUN, a fortified place about twenty-six miles from Metz. The next station is

VITRY-LE-FRANÇAIS (128 miles), and the stations then successively passed are BLESME (136 miles), and REVIGNY (149 miles), after which we reach

BAR-LE-DUC (159 miles), (*Hotels: Lion d'Or, Grand Cerf*). There are a few cotton spinning and weaving establishments and other industries; the most noteworthy is that of a large trade in preserved fruits.

COMMERCY (184 miles), (*Hotel: du Commerce*). Leather dressing and tanning is a prominent industry. The confectionery of the place is noted throughout France. The barracks seen at a distance was formerly a castle belonging to Stanislaus, king of Poland, who resided here. We cross the Meuse and reach

TOUL (199 miles), (*Hotels: Angleterre, Cloche d'Or*), a strongly fortified place, the spires of whose cathedral are visible from a great distance. In the Church of St. Etienne is preserved "a nail of the true cross." The next station is

FROUARD (245 miles). Here a junction is made with the railway leading through Metz to the German frontiers and Belgium. We presently reach

NANCY (220 miles), (*Hotels: de France, de Metz, d'Angle-*

*terre*), population 50,000. It is situated on the left bank of the Meurthe, and is divided into the old and new town. In the former we may observe the remains of the old palace of the Dukes of Lorraine, part of which is devoted to a collection of antiquities. This is considered one of the handsomest towns in France, and as such earned the name of a "petit Paris." This might be correct if Nancy did not lack the vitality and expanse of activity of the metropolis. There are numerous factories of tulle, lace, and embroidered goods, and some of the establishments enjoy a well-merited reputation.

LUNEVILLE (240 miles), (*Hotel: Faisan*), population 16,000. A busy manufacturing place. Several tanneries and kid glove manufactories. The next station is

AVRICOURT (260 miles). Here is the German custom house, and we enter Alsace, the first station being

SARREBOURG (269 miles), (*Hotel: Sauvage*), the next being

SAVERNE (285 miles), (*Hotel: Bœuf Noir*), and passing through a rich agricultural district we reach

STRASBOURG (313 miles), (*Hotels: Ville de Paris, Angleterre*), population 85,000.

## ROUTE 63.

## PARIS TO BASLE.

323 miles. *Fares, 1st class, 64·30 francs; 2nd, 48·25 francs.*

**S**TARTING from the terminus of the Eastern Railway Company (Chemin de Fer de l'Est), we pass through Noisy and Rosny-sous-Bois and reach—

NOGENT SUR MARNE ( $10\frac{1}{4}$  miles), the seat of numerous manufacturers of cutlery. We then pass successively Villiers, Gretz-Armainvilliers ( $24\frac{1}{2}$  miles), Verneuil (33 miles), Nagis (50 miles), and reach

LONGUEVILLE ( $55\frac{1}{2}$  miles), (*Hotel: l'Ecu de France*), population 5,000; we then pass Nogent-sur-Seine (70 miles), where repose the remains of Héloïse and Abelard, and arrive at

ROMILLY (76 miles), (*Hotels: Lion d'Or, Chemin de Fer*), population 5,000. The inhabitants are almost exclusively engaged in the manufacture of hosiery, woollen and cotton. Baskets and wicker-work form another branch of industry. We traverse a beautiful fertile country, prosperous in agricultural pursuits and various branches of industry. Passing numerous small stations we reach

TROYES ( $104\frac{1}{2}$  miles), (*Hotels: France, Couriers*), population 38,000. A very interesting old city. Hosiery is manufactured here in every variety. The following firms produce cotton, silk, and woollen hosiery:—

Damoiseau Frères.  
 Klott & Cie.  
 T. V. Maillot & Fils.  
 Menneret & Richette.  
 Henri Vinot.  
 Regnier & Argentin.  
 Bézart & Montaru.  
 Gérard & Fevre.

E. Derrey Jeune.  
 Cauchois & Paris.  
 Bazin & Cie.  
 Routte & Jacquin.  
 Marot Frères.

Leaving Troyes, we pass Bar sur Aube (140 miles), and several intermediate stations, when we reach

CHAUMONT EN BASSIGNY (106½ miles), (*Hotels: l'Ecu, Chemin de Fer*), population 9,000. Here are tanneries, and several factories of kid gloves and various other industries.

No further interest attaches to intervening stations till we reach

LANGRES (185½ miles), (*Hotels: Europe, Postes*), population 10,000. A busy place, manufactories of cutlery, tanneries, and other industries only of local importance. The following stations intervene:—Charmoy (202½ miles), Jussey (217 miles), with a branch line to Grey, and Pont d'Atelier (225 miles), after which we reach

VESOUL (238 miles), (*Hotel: Cigogne, Commerce*), population 8,000. Several iron and brass works. We pass Lure (257 miles), and reach

BELFORT (177 miles), (*Hotels: Postes, Tonneau d'Or*), population 8,000. A strongly fortified place. The next station is Altkirch (297 miles), after which we arrive at

MULHOUSE (307 miles), (*Hotels: Romaine, Wagner*), population 58,000. Important cotton-spinning factories, muslin and calico printing establishments, also several chemical works.

Among the manufacturers are the following prominent firms:—

Schlumberger & Cie.  
 Dolfus-Mieg & Cie.  
 P. Laederich & Sohn.  
 S. Wallach & Cie.  
 Ed. Vanober & Cie.  
 Koechlin, Steinbach, & Cie.  
 A. Wappler.  
 Penicaud, Naude, & Dussuet.

## ROUTE 64.

## PARIS TO NEUFCHATEL.

317 miles. *Fares, 1st class, 56·20 francs; 2nd, 42·50 francs.*



GOING over the same ground as described from Paris to Dijon (196½ miles), reference will be had for this portion of the journey to Route No. 67.

The first station on leaving Dijon is

MAGNY (205½ miles), then passing Genlis, Collonges (212 miles), and Auxonne (216 miles), we reach

DÔLE (226 miles), (*Hotels: de Genève, France*), population 16,000. Situated on the Doubs, amidst beautiful scenery. It is a busy place, with an extensive local trade. In the neighbourhood, at Fraisans, are the steel and iron works of the "Société des Hauts-Fourneaux de Franche-Comté."

Leaving Dôle we traverse a portion of the immense forests of Chaux, passing through Montbarrey (236 miles), and Arc-Senans (242 miles), thence reaching

MOUCHARD (246 miles). Here a branch road conducts the traveller towards Lons-le-Saulnier and St. Claude, in the Jura mountains. In these regions nearly the entire population is engaged in making watches and clocks, musical boxes, spectacles, optical and various scientific instruments.

At Sainte-Claude, toys and fancy goods are produced, while Morez is the centre for watches and spectacle makers.

Passing through Andelot (261 miles) and Frasné (274 miles) we reach

PONTALIER (285 miles), (*Hotels: Lion d'Or, National*), population 5,000. Here are numerous distilleries producing cordials and liqueurs, the speciality being absinthe. The growth of herbs, "hyssop and wormwood," used in the



manufacture of absinthe, is largely carried on here. There is likewise a large trade in cheese.

*Absinthe Distillers.*

Dubied & Fils.

A. Junot & Cie.

Traversing the valley of the Doubs, we enter Swiss territory, passing Couvet (301 miles), Auvernier (314 miles), and reach Neufchatel ( $317\frac{1}{2}$  miles); for description refer to Switzerland, Route No. 76.

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Bouvt. des Capucines,  
Paris.*

## ROUTE 65.

## PARIS TO GENEVA.

376 miles. *Fares, 1st class, 77·15 francs; 2nd, 57·85 francs.*



BETWEEN Paris and Dijon the route is the same as described under the head of Route No. 67.

DIJON (196 miles), (*Hotels: Jura, Cloche*), population 42,000. Once the capital of Burgundy, situated at the confluence of the Ouche and Suzan, at the foot of vine-clad hills. The city has an important wine trade.

One of the wine jurors for Great Britain at the Vienna Exhibition of 1873, Mr. Henry Vizetelly, has published a version of his Reports on Wines, and the following information regarding the various qualities of Burgundy wines are extracted from those reports:—

“Since the year 1840 the grand Burgundy vintages number less than half a score. The natural strength of the finer Burgundy growths ranges from 19 to 22% of proof spirit, although in exceptional years they have shown as much as 24 and as little as from 13 to 15%, while wines vintaged from the Gamay species of grape frequently contain even less than 10% of proof spirit. The fine white wines ordinarily contain from 20 to 30%, the Mâconnais and Beaujolais growths averaging from 18 to 20% of proof spirit.

The wholesale prices on the spot of the grand wines of the Côte d'Or range from 400 to upwards of 1,000 francs the *pièce* of 50 gallons (300 bottles), according to vintage and age; *vins ordinaires* as low as from 100 to 150 francs the *pièce*. The finer wines of the Mâconnais command from 200 to 400 francs, and those of the Beaujolais from 150 to 250 francs the *pièce* of 47 gallons.

The generous vinous growths of Burgundy have always been in high renown, and centuries ago the product of this favoured

province passed as presents from one royal personage to another. The inhabitants of the Côte d'Or (the Golden Slope), for the purpose of classifying the produce, divide the district into the Côte de Nuits and the Côte de Beaune, the former boasting of what they technically term their best *climats*, the most esteemed being at Vosne, whence come Romanée-Conti, La Tâche, and Richebourg. Of these the first-named is recognized king.

The characteristics of these splendid wines are—body, combined with extreme *finesse*, velvety softness, rich ruby colour, and delicate bouquet. Genuine Romanée is rarely met with, for a prolific vintage never exceeds four thousand bottles. The name may figure in thousands of prices current, but at the best you can only expect to obtain Romanée St. Vivant, or some other member of the extensive family of Romanée; good enough wines in their way, but occupying merely second or third rank among the Burgundy *climats*. La Tâche and Richebourg are equally fine wines with Romanée-Conti, and the former has the extra merit of being what the French term *corsé*, meaning a stout wine, all the component parts of which are intimately mingled. Moreover, a wine of this character forms a deposit without becoming thin. Ordinarily, even moderate age wears out the best Burgundies.

Clos de Vougeot is usually classed after Richebourg, although connoisseurs generally are disposed to give the palm to Chambertin, which is a finer kind of Volnay, and the *vin velouté par excellence* of the Côte d'Or. To considerable body it unites a fine flavour, and a suave bouquet with great *finesse*, and has, moreover, the much-prized merit of not becoming thin with age, as the majority of the Burgundy growths do. The Clos de Bezé, on the northern side of the Chambertin vineyard, produces a wine of a more piquant character, less soft and delicate, still one which, while impressing the taste, suggests neither the smallest sense of acidity nor any excess of vinosity. Clos de Vougeot can certainly lay claim to a more decided and characteristic bouquet than Chambertin can boast of. It is likewise a firm wine, less refined in flavour, it is true, than Romanée and the other grand Vosne *crus*, with a suggestion, too, of bitterness, such as exists in the Medoc growths when young,

and which is due to their tannin. On this account it requires to rest four years in wood.

One of the most delicate wines of the Côte de Nuits is Musigny. Among the more spirituous growths, distinguished by remarkable body and flavour, but deficient in refinement, prominence must be given to St. Georges. Among common growths may be mentioned those of Morey and the Clos de Laroche.

The grand wines of Volnay, firm and delicate, with a distinctive and refreshing flavour, slightly suggestive of raspberry, but a seductive bouquet, are unrivalled by any other growth of the Côte d'Or. Les Petits Caillerets, Clos du Chêne, and Les Bouches d'Or are specially mentioned. From Santenay comes a red wine which ranks with Corton.

From Aloxe comes a wine with that fine, full flavour which distinguishes the Corton wines. Corton takes equal rank with Volnay, and is not unfrequently classed above it, owing, no doubt, to its greater richness, and its quality of outliving less robust rivals.

The product of Beaune includes a variety of fine intimately blended wines, with a clear, pure flavour, the finest being the produce of the Fèves vineyard. The Clos des Mouches furnishes a somewhat delicate and mellow wine, the Cras one of a stouter growth, and the Grèves a wine remarkable for body combined with *finesse*. Of the Pommards some are singularly round, but inclined to be dull and heavy, while others combine robustness with an almost vivacious flavour; and others again, from the Clos de Citeaux, are agreeably delicate and mellow. Santenay produces a wine possessing roundness and body, with the drawback of an occasional *goût de terroir*.

Chassagne, whose red wines are not especially remarkable, enjoys, with Puligny, the honour of producing the finest white wine of the Côte d'Or—at once it is Château d'Yquem, Johannisberg, and Tokay—the renowned Montrachet, which every native-born Burgundian maintains to be the grandest white wine in the world. The distinguishing characteristics of Montrachet are *finesse*, fullness, absolute homogeneity, and softness, combined with a powerful yet delicate flavour and

immense richness. It has, moreover, a most characteristic and eminently suave bouquet very distinctly developed, and will keep, as is said of all the grand white wines, almost any length of time, without losing a single one of its splendid qualities. This is the Montrachet *ainé*, the veritable wine coming from a vineyard half-way up the slope of the hill whence it takes its name; two other and less commendable varieties, known as the Chevalier and the Bâtard, being severally vintaged, the one at its summit and the other at its base. The former of these wines has great and even delicate flavour, whereas the latter, although with a taste slightly resembling the real Montrachet, is heavy, harsh, and altogether wanting in *finesse*. Genuine Montrachet commands a fabulous price, and even the Bâtard, in good condition, is held at high rates by retailers.

The species of vines most cultivated in Burgundy are the Pineau Noir and the Gamay, the former of which produces wine of high quality, deep in colour, and spirituous, while the latter, which is the most prolific bearer, and the prevailing grape throughout the Mâconnais and the Beaujolais, yields wine paler in colour as well as somewhat acidulous. All the white wines are produced mainly from the Pineau Blanc."

*Bankers.*

Mairet & Villet.  
Gaulin-Dunoyer & Cie.  
Guiot & Cie.

The following are the names of the most prominent wine growers and wine merchants :

L. A. Groperrin.  
Clément Fils.  
Lucien Clément.  
Bailly & Gallimard.  
Robert Perreau.  
Artaux Fils.  
Jules Regnier.  
Bordet Frères.  
Abel Bresson.  
J. B. Sébille & Cie.



Polack & Meyer.  
 Polack jne.  
 H. Audiffret.  
 H. Fontagny.  
 Frédéric Mugnier.  
 De Beuvrand.  
 Union des propres de Vignes.  
 Lejay Lagoute.  
 Paul Guillemot.  
 Paillet & Fils.

*Mustard*, is an article for which Dijon has a great reputation. It is manufactured by the following firms :

A. Poupon.  
 Gros Frères.  
 Pernot-Gille.

Leaving Dijon we pass through Gevrey, and reach VOUGEOT (207½ miles).

The following are wine growers and wine merchants :—

Jorrot Père & Fils.  
 Pély-Gouvy.  
 Groffier-Joseph.

In the vicinity is grown the celebrated Clos de Vougeot, of which estate the following are joint owners :—

Comte de Rochechouart.  
 Marquis de Lagarde.  
 Comte de Montalembert.

The manager of the estate is M. Pignolet.

Jules Regnier, owner of La Tâche Romanée.  
 Comte de Vogué, owner of Musigny.

The next station is

Nuits (210½ miles), (*Hotel: Croix Blanche*), population 3,700. Here are the following wine merchants and wine growers :—

G. Tisserand.  
 V. L. Thomas & Fils.  
 J. M. Duvault-Blochet.  
 Simard & Fils.



G. Chemardin.  
 B. Sirugue.  
 P. Marey-Monge.  
 Marey & Liger-Belair.  
 Jules Lemaire.  
 Vve. Grisot.  
 Chauvenet-Chauvenet.  
 Laboure-Gontard.  
 Laboure-Roy.  
 A. Ligeret.  
 Geissweiler & Fils.  
 F. Hasenclever.  
 H. de Bahèzre.  
 Fr. André-Argot.  
 Paul Dupont.  
 Viennot & Fils.

Passing through Corgolin (214 miles) we arrive at  
 BEAUNE (219½ miles), (*Hotels: Chevreuil, Poste, France*),  
 population 12,000. This is the chief centre of the Burgundy  
 wine trade. There is a very large number of wine merchants  
 and dealers, among the principal firms are the following:—

E. Laussot & Cie.  
 Maire & Fils.  
 Moreau Voillot.  
 Bouchard Père & Fils.  
 Etienne Poulet & Fils.  
 Bouchard aîné & Fils.  
 Louis Lavirotte.  
 Patriarche Père & Fils.  
 Gauthey Cadet & Fils.  
 Aug. Billeroy.  
 Laligaut, Chameroi, & Fils.  
 André & Voillot.  
 Louis Latour.  
 Charles Steer.  
 Adolphe Fougères & Cie.  
 J. E. Naigeon.  
 Chanson Père et Fils.

Charles Bernard.  
 H. Pothier & Fils.  
 Forest aîné & Cie.  
 Champy Frères.  
 Labussière & Cie.  
 Joanain & Labussière.  
 Vve. J. Vincent.  
 Poulet, Père & Fils.

Some of the foregoing firms are of very old standing, amongst others the last named has been established more than a century.

In the immediate neighbourhood of Beaune are several villages where an extensive wine trade is carried on. They are not accessible by rail, but some of the places enumerated below are of a certain importance:—

#### VOLNAY.

Jules Bernard.  
 J. Chouet.  
 Baron Du Mesnil.  
 Raphael Malivernet.  
 J. M. Duvault-Blochet.  
 J. de Montille.  
 Du Mesnil-Marigny.  
 Adolphe Buchard.  
 Boillet Frères.  
 J. Noîret-Both.

#### SAVIGNY-LEZ-BEAUNE.

Gorges Frères.  
 Etienne Dumoulin.  
 Adam Lequeux.  
 Léonce Bocquet.  
 Nicolas Fournier.  
 Camille Gombault.  
 Alexis Maldaut.

#### POMMARD.

J. M. Duvault-Blochet.

Girard Frères.  
 Alph. Marey-Monge.  
 Baillot-Fauleau & Fils.

## SANTENAY.

Albert Passier.  
 J. M. Duvault-Blochet.  
 Baise & Meray.  
 Ridard Frères.  
 François Dunot.  
 F. Barault-Lucotte.

Leaving Beaune we pass through

MEURSAULT (224 miles), where the following are among the wine-growers and wine merchants:—

L. & P. Grapin.  
 Chas. Serre & Fils.  
 Revirard & Adrien.  
 C. Duverger-Taboureau.  
 Boch Frères.  
 Adrien Doucey.  
 Labaume Père & Fils.  
 Jean Petit.  
 Jobard & Bernard.  
 Vve. J. Vincent.

The last-named firm has been in existence for more than forty years and ranks among the first business houses of the district.

Many of the wines made in this neighbourhood are white Burgundies, as already described in preceding pages.

The next station is CHAGNY (229 miles), after which, passing through Fontaines, we reach

CHALONS SUR SAÔNE (239 miles), (*Hotels: Chevreuil, Europe*), population 16,000. It has a considerable wine trade.

From Chalons we proceed to

MÂCON (275 miles), (*Hotels: Europe, Champs Elysées*), population 18,000. Situated on the right bank of the Saône. On the river-side are handsome quays, with two commodious

harbours. It carries on an extensive trade in the excellent wines grown in the vicinity, known as Vin de Mâcon, as well as in cereals, cattle, &c. It has also manufactures of watches and jewellery.

The following are wine-growers and wine merchants :—

Piot Frères.  
 Emile Demarquet & Cie.  
 Lacharme Frères.  
 Debaune & Charton.  
 Portier Neveu & Cie.  
 Piquand & Savin.  
 Ferret Frères & Cie.  
 Hilt & Cie.  
 Joubert & Cie.  
 A. Martin.

The intervening stations are unimportant till we reach

BOURG (298 miles), (*Hotels: Europe, Midi*), population 14,000. The next station is

AMBERIEU (317 miles). Here connection is made for Lyons. It is a small place, with a few factories of blankets, &c. We now arrive at

CULOZ (334 miles), whence the line continues through Chambéry towards the Italian frontiers (Mont Cenis). See description, Route No. 66. Branching off, we arrive at

BELLEGARDE (French custom-house), and, entering Swiss territory, we reach, in less than one hour, Geneva; for description of which see Route No. 77.

## ROUTE 66.

## PARIS TO TURIN.

487 miles. *Fares, 1st class, 102·80 francs; 2nd, 76·60 francs.*



REFERENCE to Route No. 65 suffices to show the travel so far as Culoz, the station where the road diverges, on the one side leading towards Geneva, on the other to the Italian frontiers. On leaving Culoz the road skirts the Lake of Bourget, on the opposite side of which is observed a range of hills, among them the "Dent du Chat." Abandoning the lake, the road branches off towards

AIX-LES-BAINS (363 miles), (*Hotels: Impérial, Venat, Poste*), population 4,000. An agreeable watering-place, celebrated for hot aluminous and sulphurous springs, the temperature of which ranges from 100° to 117° Fahr. The waters, under the name of *Aquæ Gratianæ*, were in repute with the Romans.

Returning to the proximity of the Lake we arrive at

CHAMBERY (373 miles), (*Hotels: de France, le Petit Paris, de l'Europe*), population 20,000. This was formerly the capital of Savoy; it is beautifully situated in a rich vine-clad valley, between two ridges of hills.

From here an excursion may be made to the monastery of La Grande Chartreuse, about 15 miles distant in a direct line. Excursions are more frequently made to it from Grenoble, distant from Chambéry by railway about 39 miles. It stands 4,268 feet above the level of the sea, in a lonely and secluded position, surrounded by woods. The chief revenues of the monks are derived from their cattle, and from the manufacture of the excellent liqueur which takes its name from this place.

The Grande Chartreuse dates from 1034. There were formerly about 200 convents belonging to the order, among them the Charterhouse in London.

From Chambéry a line of rail connects with Grenoble, Valence, and Lyons.

GRENOBLE (39 miles), (*Hotels: Europe, Monnet, Trois Dauphins*), population 45,000. A fortified place on the Isère. It is a very attractive city. There are cotton and other manufactures, distilleries, and tanneries. The kid gloves produced here have a well-merited reputation; sub-joined are the names of manufacturers.

François Calvat & Cie.  
 V. Xavier Jouvin.  
 Francoz & Cie.  
 Ernest Calvat & Fils.  
 Navizet.  
 Moriquand.  
 Pinet.  
 Jouvin, Doyon, & Cie.  
 Réboud & Cie.  
 Alexandre Zénon.  
 P. Guérin & Fils.  
 Bertier Frères.  
 F. Rouillon & Cie.  
 Ollivier Frères.  
 V. Terray & Fils.

Of English firms the following are represented at Grenoble:—

Dent, Alcroft, & Cie.  
 Leaf, Sons, & Co.  
 The Fore Street Warehouse Co.

Resuming our travel at Chambéry we proceed along a beautiful valley, leaving the Castle of Bâtire on the left, and on the right Mont Grenier (5,700 ft.). A little further on is the Château Bayard, where the famous knight of that name was born.

We then reach successively

Montmélian (382 miles), Aiguebelle (396 miles), St. Jean de Maurienne (416 miles), and



ST. MICHEL (413 miles), (*Hotels: Poste, Samaritaine*). This was formerly the starting point across the Alps.

The next station is

MODANE (431 miles). Here we enter Italian territory. Examination of luggage; the Custom-house officers are exceedingly obliging. Good buffet and table d'hôte in the station. Trains through the tunnel commenced to run regularly on the 17th of October, 1871.

The great Alpine Tunnel commences near Modane. It is  $7\frac{1}{2}$  miles in length, and was completed on Christmas Day, 1870. Boring operations were carried on from both the French and Italian sides by means of engines worked by condensed air. Near Modane is the magnificent Fort l'Essillon, or Bramans, standing on a rocky height, connected with the road by a bridge called Pont du Diable.

At the other end of the tunnel we emerge at

BARDONECHE; thence we pass through numerous tunnels over a very interesting road; passing Salbertrand, Bussoleno, and other stations, we arrive at

TURIN (487 miles), (*Hotels: Turin, Europe, Feder, Trombeta*).

*Toutes rectifications ou changements de domicile doivent être adressées pour la prochaine édition à*

MESSRS. WHITTINGHAM AND WILKINS,  
Chiswick Press, Tooks Court,  
Chancery Lane, London.

Ou à M. R. BEAUFORT,  
Chez Messrs. MENNONS & CIE.,  
52, Basse du Rempart,  
Boult. Capucines, Paris.

## ROUTE 67.

## PARIS TO LYONS AND MARSEILLES.

To Lyons, 319 miles. Fares, 1st class, 63·05 francs; 2nd, 47·30 francs. To Marseilles, 536½ miles. Fares, 1st class, 106·30 francs; 2nd, 79·75 francs.

**F**ROM the Boulevard Mazas the line passes through Bercy to CHARENTON (4 miles), on the right bank of the Marne, near its junction with the Seine, with a Lunatic Asylum capable of accommodating 500 patients.

We pass successively through Maisons, Alfort, Villeneuve, St. George, and Montgeron, after which we reach

BRUNOY (14 miles). Here are the ruins of a castle of the Dukes of Rochefoucault.

The intermediate stations are unimportant. The next stoppage is at .

MELUN (28 miles), the Melodunum of Cæsar. We proceed through the charming valley of the Seine and reach

FONTAINEBLEAU (36¾ miles), (*Hotels: de France, Ville de Lyon*), population 12,000. In the midst of a forest, with a fine Palace containing 900 apartments.

MONTREAU (49¼ miles), where there is a delay of five minutes. Celebrated for the great battle in which the allies were totally routed by the French under Napoleon. It is situated near the confluence of the Yonne and the Seine. We next reach

SENS (70½ miles), (*Hotel: de Paris*), population 12,000. A busy place with many tanneries, and various other branches of industry. The Cathedral here was built by the same architect who constructed the choir at Canterbury.

Passing through Joigny (91½ miles), Laroche (97 miles), and St. Florentin (108 miles), we reach

TONNERRE (123 miles), celebrated for its Hospital, one of

the finest in France. In the neighbourhood is a waterfall known as the "Fosse Dionne."

The next station is

TANLEY (128 miles). On both sides of the road are observed numerous castles and ruins, dating mostly from the period when the Dukes of Burgundy reigned supreme over the country. The stations we pass successively are: Nuits sous Ravières (140 miles), Les Laumes (161 miles), Verry (175 miles), Malain (185 miles), and after some other minor stations we reach

DIJON (197 miles), (*Hotels: Jura, Cloche*), population 40,000. For description of Dijon and for details of the Burgundy wine district, refer to Route 65. We travel over the ground already described, so far as

MÂCON (275 miles), (*Hotels: Europe, Champs Elysées*), population 18,000. There is a considerable wine trade; the Mâconnais wines are mostly known as Thorins, Beaujolais, and others. We quote again the authority of Mr. Vizetelly, respecting the produce of this district:—

"There are a couple of tolerably good red Mâcon wines, and a single distinguished white one, with less than half-a-dozen Beaujolais, light and agreeable wines enough, but occupying inferior rank. And even the two red Mâcon wines of repute require very special conditions to merit an approach to the character of fine wines. Possessing no high vinous qualities, they are ordinarily at their best as early as their third or fourth year.

Of Thorins there are several possessing considerable character, and others have the drawback of unmistakable harshness. The inferior red growths from the vineyards of Prissé, St. Amour, and Creusenoir offer nothing requiring special notice.

There is some really good white wine among the specimens of Pouilly, distinguished as dry and spirituous, with a slight nutty flavour and fine bouquet. Of other white Mâcon wines those of Fuissé, Solutré, and Chaintré often lack *finesse* and generosity, although the first-named at times exhibits considerable character.

The vineyards of Mont Brouilly, Chesnas, Juliéna, St.

Etienne, Fleurie, and Morgon, on the southern slopes of the Beaujolais hills—the last-named taking its name from the little river which flows close by—are among the best the district yields. The majority have a delicate bouquet, are light in body without being at all thin, as well as pleasing to the palate, although most of them possess that slight medicinal flavour, due in all probability to some peculiarity of soil, which characterizes these wines. All excel in their rich sparkling colour.”

Leaving Mâcon we pass several stations of minor importance, and reach

BELLEVILLE (290 miles), population 4,000, and

VILLEFRANCHE SUR SAÔNE (299 miles), (*Hotels: Europe, Faucon*), population 14,000. A manufacturing place, producing nankins and various textile fabrics. There is likewise a wine trade of some importance. The road continues through a fertile and picturesque country. We pass successively: Anse, Trévoux, Couzon, and other small but busy places. We reach

LYONS (319 miles), (*Hotels: de Lyons, l'Univers, Collet*), population 325,000, situated at the junction of the Saône and the Rhône; the latter river is crossed by eight bridges, and nine connect the two banks of the Saône. This is the great centre of the world for silks, and by far the greater part of the population is engaged in this trade or the manipulation connected therewith, namely, spinning, dyeing, and weaving. Every variety of silk piece goods, from cheap taffetas to the most costly brocades, is produced at Lyons. Ribbons, trimmings, laces, hosiery, and all other silk goods in endless variety. The dyeing department has, of necessity, created large establishments where colours and chemicals are manufactured. The progress made in science has rendered these establishments famous, and some of them are among the finest in the world. There is a large business in the manufacture of mixed dress goods for ladies' wear. Fancy woollens, blankets, and embroidered goods are not of less importance. By reason of the necessary manipulations of dyeing, calendering, making-up, packing, &c., a large amount of business must be left to the care of Commission Houses.

*American Consul.*—J. P. Osterhaus, 15, Quai Guillotière.

*Vice-Consul.*—F. Feschotte, 2, Place de la Bourse.

*British Vice-Consul.*—C. S. Haden, 1, Quai St. Clair.

The following are export and commission houses :—

Arles Dufour & Cie.	19, Place Tholozan.
C. Berteaux & Radow	18 „
Richd. Chandler	8 „
Rylands & Sons	18 „
P. Gavard & Cie.	21 „
W. Greulich & Cie.	23 „
Leisler & Sommerhof	27 „
Jules Hess & Cie.	19 „
Kessler Frères & Cie.	24 „
Hardt & Cie.	27 „
Louis Mas & Cie.	22 „
Hecht, Lillenthal, & Cie.	3, Rue du Garet.
A. T. Stewart & Cie.	8, Rue de la Bourse.
C. Wichelmann & Cie.	4 „
Kutter, Luckemaier, & Cie.	35 „
H. Billon & Cie.	43 „
Eug. Desprès & Cie.	6 „
S. Beaucaire	9, Rue Victor Arnaud.
Bradbury, Greatorix, & Cie.	5 „
E. Louvet & Cie.	8, Quai de Retz.
C. A. Auffen, Ordt, & Cie.	6 „
Oppé & Cie.	6 „
F. Vogel & Cie.	1 „
Streissguth & Cie.	40, Rue Arbre Sec.
Franklyn & Cie.	17, Rue Gentil.
J. & C. Boyd & Cie.	9, Quai St. Clair.
R. Bentley & Son	2 „
Carpentier Frères	1 „
T. H. Johnson	9 „
J. & E. Waters & Cie.	9 „
Salvador Lopez & Cie.	17 „
V. Knobloch	11 „
Jas. Buchanan, Sons, & Co.	2 „
Clave, Guit, & Montjoulat	3 „



V. Deyme & ses fils	12, Quai St. Clair.
Arguinaris, Kaspar, & Cie.	17     "
R. Propach & Cie.	3     "
C. S. Haden	1, Place St. Clair.
J. J. & G. Cooper & Cie.	9     "
Cook, Son, & Cie.	3     "
J. & W. Campbell & Cie.	9     "
Elliot C. Cowdin & Cie.	21, Rue de l'Algérie.
A. Mombrun & Cie.	21     "
Evesque & Cie.	31, Rue Puits Gaillot.
Rattier & Roche	4     "
P. Garin & Cie.	4     "
Sauvage Frères & Cie.	1, Rue de Lyon.
L. Tresca & Cie.	3     "
R. D. Warburg & Cie.	8     "
Jay & Cie.	3     "
G. Goudchaux & Cie.	6     "
Gilles, Andrieux, & Cie.	6     "
E. Levi & Fils	4, Rue Bat d'Argent.
A. Ramie & Cie.	18     "
Martin, Hubsch, & Cie.	6     "
C. Chartier & Cie.	14, Rue Royale.
J. & T. Rosenthal	13     "
Victor Deschamps	13     "
Fore Street Warehouse Co.	2     "
Wiedemann, Boucher & Cie.	5, Quai Royale.
C. F. Danbmann & Cie.	24, Rue Lafont.
L. Henking	20     "
Laude Frs., Perrieu & Cie.	2     "
Thompson, Pattinson & Cie.	8     "
Sebastien Dupont	8, Place des Pénitents.
Kolp & Sinner	3     "
M. Schuster	11, Place Croix Paquet.
A. Mayot-Paturel	5, Place des Cordeliers.
Felix Frères	1, Rue Hotel de Ville.
Petrus Mondon	31, Rue des Capucines.



Table showing the Value and Description of Exports to the United States from the District of Lyons and St. Etienne.

	1869	1870	1871	1872	1873	1874	1875
Cotton Goods	\$ 82,825	\$ 171,942	\$ 144,693	\$ 206,578	\$ 134,077	\$ 167,517	\$ 119,490
Calf Skins and Leather	7,597	116,159	213,318	240,248	191,174	149,509	53,137
Dye Stuffs	44,679	25,557	18,179	16,487	18,486	17,856	26,029
Gloves	461,018	690,904	845,354	725,574	573,933	584,504	550,936
Hosiery	21,372	14,881	21,123	28,908	17,179	10,216	1,561
Hardware and Metals	—	53,270	142,401	665,333	578,885	215,332	10,813
Laces, Tullies, Crapes	161,751	26,374	283,013	268,038	165,215	247,015	123,156
Miscellaneous	137,844	83,220	63,308	47,611	57,328	54,880	43,704
Raw Silk	298,657	454,866	643,404	601,741	463,795	397,418	613,522
Silk and Velvet Dress Goods	7,530,569	8,801,770	9,750,322	9,227,185	7,284,037	8,146,883	9,517,284
Silk Ribbons	1,767,728	2,419,769	2,430,637	3,352,577	1,463,064	8,146,883	9,517,284
Velvet Ribbons	632,441	1,303,725	1,756,733	853,738	396,240	90,943	59,340
Shawls	123,994	164,728	233,719	151,263	70,312	59,744	149,106
Trimmings	88,921	46,124	120,015	128,543	110,299	147,180	124,724
Church Ornaments and Buttons	53,701	64,204	112,982	165,973	147,180	142,213	124,724
Wines and Liquors	20,282	21,099	24,053	28,674	37,703	31,844	41,157
Woollen Goods	—	279,939	175,079	147,958	263,771	225,674	215,323
<b>Total</b>	<b>\$ 11,395,844</b>	<b>\$ 14,968,531</b>	<b>\$ 17,006,333</b>	<b>\$ 16,860,434</b>	<b>\$ 11,972,681</b>	<b>\$ 12,014,930</b>	<b>\$ 13,088,937</b>

Leaving Lyons, we pass successively through Feysin, Chasse (332 miles), and Estresün to

VIENNE (339 miles), (*Hotels: Louvre, Ombry*), population 25,000. An ancient place, which formerly held a position in the silk trade, but now, of course, superseded by Lyons; there are still, however, many important establishments here. Passing through numerous small stations, we reach

VALENCE (385 miles). Here connection is made with Grenoble, an important place for kid gloves, described in Route 66.

The next station is

LIVRON (397 miles). A number of small stations intervening, we reach

MONTELMAR (413 miles), and

ORANGE (445 miles), and then

AVIGNON (463 miles), (*Hotels: Europe, Louvre*), population 35,000. For a long period this ancient city was the residence of the popes.

A large trade prevails in raw silk, and there are numerous silk throwsters and spinners, but the speciality of the commerce of Avignon consists in madder and madder roots (*garancine*), which is extensively cultivated in the vicinity of Avignon. Among madder merchants and manufacturers, the following are enumerated:—

Clausen Fils & Cie.

V. Rieu & Cie.

Verdet & Cie.

V. Escoffier & Cie.

W. F. King & Cie.

Favre & Cie.

Parme & Feraud.

Moustier Fils & Cie.

Thomas Frères.

F. Granier & Cie.

The next important station is

TARASCON (472 miles), (*Hotel: Empereurs*), population 16,000. There is a trade in oil, leather, wax, and cereals. Tarascon has many hat manufacturers. We then reach

ARLES (485 miles), (*Hotels: Faucon, Nord*), population 26,000. The place is noted for the beauty of its women. There is considerable trade in olive oil and agricultural produce; several uninteresting places intervene, and passing successively St. Chamas (508 miles) and Rognac (520 miles), we reach

MARSEILLES ( $536\frac{1}{2}$  miles), (*Hotels: du Louvre et de la Paix, de Noailles, Grand Hôtel de Marseilles, des Empereurs*), population 300,230. This is the first seaport of France and of the Mediterranean. Its harbour is formed by an inlet of the sea running eastward into the heart of the city, and from its extent (nearly 70 acres) and its great natural advantages it is capable of accommodating 1,200 vessels. The New Harbour consists of four docks or basins, divided by cross piers, that allow vessels to pass from one into the other; and at each extremity of the series is an outer harbour, or *avant-port*, opening to the sea. This series of basins extends upwards of a mile, with a width of 450 yards. The first dock, or Bassin de la Joliette, is the great rendezvous of steamers for all parts of the Mediterranean. It communicates with the sea by an *avant-port*, and with the Old Harbour by a narrow basin or canal. Next comes the Bassin de l'Entrepôt or du Dock, by the side of which are extensive warehouses and the dockyard terminus of the railway.

Adjoining the northern *avant-port* is the Bassin Napoléon, which accommodates the steamers of the Peninsular and Oriental Company, and the larger sailing vessels. North of this is the Bassin Impérial. The new docks cover a space of 430,000 square yards, and the Old Harbour 319,000, making altogether 170 English acres.

The city of Marseilles comprises the Old and the New town. The former, which occupies the site of the ancient Greek settlement, Massilia, is composed of narrow and dirty streets, bordered with crowded and ill-built houses. The new portion, which comprises nearly two-thirds of the whole, is equal in beauty to any city of France. The streets are broad and straight, and the buildings remarkable for elegance. The new part of Marseilles is separated from the old part by one of the finest streets in Europe. Towards the centre of

the city this street expands into a beautiful promenade planted with trees and adorned with fountains, and it here takes the name of the "Grand Cours."

The port charges and expenses for a vessel of about 400 tons are as follows:—

	Francs.
Pilotage, inward and outward, 12 feet . . . . .	109·85
Gratuity to pilot (optional) . . . . .	10·00
Stamps for manifest . . . . .	5·60
Stamps at excise office, outward manifest, &c. . . . .	12·00
Custom-house passport . . . . .	—
Noting and registering protest at the Tribunal . . . . .	10·85
Accompanying manifest of outward cargo . . . . .	6·25
Permit to land and re-ship chronometer . . . . .	11·95
Boat for running lines . . . . .	15·00
Boat hire for taking pratique . . . . .	5·00
Health Office interpreter . . . . .	5·00
Ballast, 2 francs per ton . . . . .	125·44
Health Office fees . . . . .	38·20
Water . . . . .	15·00
Pilot for changing ports . . . . .	15·00
Towage in or out . . . . .	80·00
Quarantine flag . . . . .	2·00
Certificate of Lloyd's opening hatches . . . . .	20·50
Use of cook house, per day . . . . .	1·50
Commission for procuring freight, 6 per cent.	
Draft of water for all class ships.	

Shipmasters derive much benefit by the services of an American, John Stephen Martin, who has been established at Marseilles for many years as a shipping agent.

*American Consul.*

Frank W. Potter, 108, Rue Sylvabelle.

*British Consul.*

E. W. Mark, 92, Rue Dragon.

English Church, 100, Rue Sylvabelle, Consular Chaplain,  
Rev. Gordon Thompson, B.A. Service—Sunday Morning,  
10·30 ; afternoon 3.0. Evening Service at 7.0 p.m.

Steamers of the Anchor line make occasional trips between Marseilles and New York, calling at intermediate ports on the Spanish coast.

The export from Marseilles comprises a great variety of articles. Among fruits, there are nuts and almonds, olives, capers, &c.; canary, and a variety of other seeds; madder and madder roots; cream of tartar, argols, verdigris; gums, Arabic and others; sponges; olive oil, sesame oil, and essences.

The manufacture of soap forms a speciality among the industries of Marseilles, produced chiefly from ground nuts and sesame seeds (*arachides*).

The white wines of Cette, and red wines from the districts of Narbonne and Carcassonne, find an outlet through Marseilles. There is also a large export of alcoholic drinks, *vermouth*, syrups, and cordials.

Among other articles are a great variety of drugs and chemicals, sulphur, corks, corkwood, liquorice, and lead.

The exports from Marseilles to the United States have been as follows:—

	\$		\$
1870	2,349,845	1873	2,185,822
1871	2,890,521	1874	1,851,545
1172	3,340,974	1875	2,220,333

The following list enumerates firms of bankers, and shipping and commission houses, engaged in transatlantic commerce:—

Vidal Frères & Cie. . . . .	46,	Rue du Sylvabelle.
Basilj, Valieri, & Cie. . . . .	71,	„
W. Puget . . . . .	25,	„
H. Folsch & Cie. . . . .	30,	„



Adolphe Nait & Cie. . . . .	35, Rue de Noailles.
Spartali & Cie. . . . .	2, Boulevard du May.
C. Cayol . . . . .	121, Rue Consolat.
H. Amoretti & Cie. . . . .	52, Rue Cannebière.
J. Pellissier & Cie. . . . .	18, Rue de la République.
J. Cruvellier & Cie. . . . .	20, „
Dehesa & Ruting . . . . .	36, „
Hugueniot Frères & Cie. . . . .	1, Rue d'Arcole.
Matthieu & Martin . . . . .	51, Rue Dauphine.
Aubert Frères . . . . .	11, Rue Dominique.
Rivet Fils aîné & Cie. . . . .	12, Rue Arcole.
Vassal & Guiet . . . . .	12, Boulevard du Nord.
A. Hesse & Cie. . . . .	9, Rue Lafon.
J. Camoin & Cie. . . . .	26, „
J. Oulonne & Cie. . . . .	85, Rue Paradis.
N. Paquet & Cie. . . . .	4, Place Centrale.
Aug. Fabre & Fils. . . . .	35, Rue de Pretueil.
J. S. Martin . . . . .	11b, Quai de Rive Neuve.
J. B. Pastré & Cie. . . . .	54, Rue du Paradis.
Jules, Lartigue, & Cie. . . . .	39, „
Rabaud Frères & Cie. . . . .	101, „
Pascal Fils & Cie. . . . .	40, Rue Montgrand.
Louis Degrand & Cie. . . . .	14, „
Suzan, Lemaignon & Cie. . . . .	62, „
Roux, de Fraissinet, & Cie. . . . .	56, „
Droche, Robin, & Cie. . . . .	9, „
H. Naegely & Cie. . . . .	14, Cours Pierre Puget.
Camille Julian . . . . .	16, Boulevard Dugommier.
Felix, Abraham & Cie. . . . .	6, „
Arlès, Dufour, & Cie. . . . .	7, Place Paradis.
Richardson & Ladouce . . . . .	23, Rue Sainte.
Giraud Frères & Cie. . . . .	42a, „
Lutcher & Cie. . . . .	20, Rue Place St. Michel.
Gustave Loubon Fils & Cie. . . . .	13, Boulevard du Musée.
Rosenburger Frères . . . . .	11a, Boulevard Notre Dame.
Chs. de Possel & Fils. . . . .	3, „
Henri Bergasse & Cie. . . . .	6, „
E. Couve & Cie. . . . .	24, Rue Grignan.
F. Garnier . . . . .	4, Rue Delille.



Louis Reboul . . . . .	15, Rue Lafayette.
Ytier Frères . . . . .	34, Cours du Chapitre.
Léonce Belin . . . . .	108, Rue Sylvabelle.
C. Cauvet & Cie. . . . .	7, Boulevard du Musée.
Ralli, Schilizzi & Cie. . . . .	2, Rue Papère.
A. Gondran & Fils. . . . .	6, Rue Ventomagy.
Schloesing Frères . . . . .	16, Rue des Princes.
Deville & St. Alary . . . . .	4, Rue de Belloi.
Gugenheim, Frères, & Cie. . . . .	53, Rue Sylvabelle.
Eug. Debourg . . . . .	102, Rue de Breteuil.
Zickerman & Gabcke . . . . .	84, „
Warrain & Cie. . . . .	15, Rue de l'Arcade.
Alex. Ralli . . . . .	3, Bouvd. Longchamps.
V. De Meezemaker & Cie. . . . .	16, Rue Venture.
A. Moutte & Cie. . . . .	5, Place de Rome.
C. Mouron & Cie. . . . .	2, Rue de Baussett.
Peirano, Danovaro, & Cie. . . . .	(Italian Steamers) 58, Rue Vacon.
Valery, Frères & Fils. . . . .	7, Rue Saffren.
Peninsular & Oriental S.S.Co.	9, Rue de Noailles.

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MESSRS. WHITTINGHAM AND WILKINS,  
Chiswick Press, Tooks Court,  
Chancery Lane, London.

*Ou à M. R. BEAUFORT,*  
Chez MESSRS. MENNONS & CIE.,  
52, Rue Basse du Rempart,  
Boulevard des Capucines,  
Paris.

## ROUTE 68.

## LYONS TO ST. ETIENNE.

36 miles. *Fares, 1st class, 7·15 francs; 2nd, 5·50 francs.*

**B**ETWEEN Lyons and St. Etienne we traverse vast coalfields and iron districts. The first station is

OULLINS (4 miles). We then reach

VERNAISON (8 miles); glassworks; and

GRIGNY (10 miles); with several porcelain and china-ware factories, and an establishment producing stained window-glass. The next station is

GIVORS (13¼ miles), (*Hotels: St. Nicholas, Provence*), population 10,000. Extensive ironworks, potteries, and glass factories—chiefly bottles. There are likewise several silk-houses and tanneries. The road crosses the Canal de Givors. We pass several large tunnels and numerous coalpits.

After some intermediate stations, we reach

RIVE-DE-GIER (22½ miles), (*Hotels: St. Jaques, Nord*), population 15,000. The coal-mines and ironworks are mostly managed by stock companies. The annual production exceeds that of the northern coal districts of France. Window-glass, bottles, crystal, and various kinds of fancy glass are produced here. We pass successively Grand Croix, St. Chamond—an important place for lace goods and trimmings—and Terrenoire; after which we reach

ST. ETIENNE (36 miles), (*Hotels: Commerce, Europe, Nord*), population 96,000. Silk and velvet ribbons, trimmings, and silk velvets, plush and taffetas for hatters, &c., form the main staple of manufacture. There is a Government factory, and numerous private establishments for the manufacture of small arms and side arms. Files and other tools, as well as many articles of hardware, form another branch of industry.

The following list of bankers, export and commission houses, comprises firms doing business with the United States, and other transatlantic countries :—

Arlès, Dufour, & Cie . . . . .	9, Place Marengo.
Leaf, Sons, & Cie. . . . .	8, „
Soléliac Frères . . . . .	5, „
Albert Peuvergne . . . . .	2, „
Victor Paliard . . . . .	19, „
Fraisse Merley . . . . .	5, „
J. Augier . . . . .	13, „
Tamet, Michel, & Cie. . . . .	10, Place de l'Hôtel de Ville.
H. Descours . . . . .	10, „
E. Barlet & Cie. . . . .	12, „
P. Gattet . . . . .	6, „
Girard, Ogier, & Cie. . . . .	15, „
C. A. Auffm.-Ordt & Cie. . . . .	1, „
C. Candy & Cie. . . . .	15, „
F. Brioude & Cie. . . . .	9, „
Richard Chandler . . . . .	10, „
Henri Gaisman . . . . .	12, „
R. D. Warburg & Cie. . . . .	4, Place Mi-Carême.
S. Gondre . . . . .	4, „
Girard & Lyonard . . . . .	9, „
Howell & Co. . . . .	4, „
F. Savoye . . . . .	4, „
Jules Hess & Cie. . . . .	4, Rue des Jardins.
Balay Frères & Cie. . . . .	13, „
H. Hardorff & Cie. . . . .	28, „
Hervieu Polard, & Cie. . . . .	13, Rue de la République.
F. & R. Strange Bros. . . . .	13, „
Fleury & Fils . . . . .	8, „
J. Barralin & Cie. . . . .	3, „
Soulié & Vende . . . . .	3, „
F. Colombet . . . . .	5, „
Bosch, Falck, & Cie. . . . .	7, „
Raverot & Cie. . . . .	1, Rue de la Loire.
Camille Brun . . . . .	3, Rue de Roanne.
Revel aîné & Cie. . . . .	6, Rue Gérenter.

Eugène Garand . . . . .	2, Rue Géroenter.
Guérin Deville & Brossard	2, „
Peuvergne Frères . . . . .	14, Rue Balay.
A. Levy Frères . . . . .	2, Rue de Foy.
Girin Frères . . . . .	4, Rue Richelaudière.
J. B. David . . . . .	16, Rue de la Bourse.
Lucien Thiollier . . . . .	4, Gde. Rue Mi-Carême.
J. Faure . . . . .	7, Rue Brossard.
Fraisse, Brossard Fils, jne.	6, Rue de la Paix.
L. Robichon & Cie. . . . .	10, „
L. Bonjean . . . . .	Place St. Charles.
A. Chapin & Cie. . . . .	„

*Consular Agent of the United States.*

F. Gûyot.


*Bankers.*

Banque de France . . . . .	Place Marengo.
Société Générale . . . . .	Place de l'Hôtel de Ville.
Crédit Lyonnais . . . . .	„ „
V. Guérin & Fils . . . . .	„ „
Bréchnac & Cie. . . . .	1, Rue de Foy.

## ROUTE 69.

## LYONS TO TARARE AND ROANNE.

57 miles. *Fares, 1st class, 11·20 francs; 2nd, 8·50 francs.*

AINTE GERMAIN AU MONT D'OR (12½ miles) is the first important station after leaving Lyons; then follows:—

L'ARBRESLE (20½ miles), after which we reach TARARE (32 miles), (*Hotels: Poste, Lion d'Or*), population 15,000. This is the great centre of a district where the majority of the population is engaged in the manufacture of white muslin goods. Cambrics and embroideries in endless varieties are produced here. The following firms are engaged in these branches of industry:—

Bellon, Cazaban, & Gallet.  
 Collangetti & Chatard.  
 Brun Frères & Denoyel.  
 Chatelard Père & Fils.  
 Coquard & Chatelus.  
 Devillaine, Madinier, & Bréguet.  
 Etienne, Matagrín, & Cie.  
 Ferouelle Fils & Gilet.  
 Estoul Père & Fils.  
 Hartmann, Dumoitier, & Cie.  
 Meunier & Cie.  
 Madignier & Matray.  
 Margand aîné, Mazerand, & Cie.  
 Mottin Frères.  
 V. Raffin & Fils.  
 Theodore Rauch.  
 Salmon-Rouze & Nottret.  
 Thivel-Michon.  
 A. Guyot, Fils aîné.  
 Estragnat & Susse.  
 S. Forest-Treppoz & Janin.

Giraud & Josserand.  
 Lepelletier & Cie.  
 Mignard Fils & Girin.  
 Dumas & Guillermet.  
 Dubost Frères.  
 A. Massard.  
 David-Trouillier & Adhémar.  
 C. A. Ruffier Frères.

From Tarare we pass through Amplepuis, Régnny, and Le Coteau, places which are all more or less engaged in cotton or silk manufactures. We then reach

ROANNE (57 miles), (*Hotels: Commerce, Nord*), population 20,000. Situated on the Loire and the Canal Digoin. Numerous manufactures of stuffs and ladies' dress goods. There are tanneries and cotton spinning and weaving establishments. Porcelain and a variety of other goods are produced.

The following are stuff manufacturers:—

Groussot Frères.  
 Déchelette & Lapoire.  
 Brisou-Daumont & Cie.  
 Ant. Labarre.  
 E. & A. Raffin Frères.  
 Michalon & Poude.  
 A. Merle, jne.  
 Darne & Cie.  
 Canteloup & Dauvergne.  
 E. Duperay.



## ROUTE 70.

## PARIS TO BORDEAUX.

360 miles. *Fares, 1st class, 72·75 francs ; 2nd, 54·25 francs.*

**P**ROCEEDING by what is known as the Chemin de Fer d'Orleans, we leave Paris along the left bank of the Seine through:—

CHOISY-LE-ROI ( $6\frac{1}{4}$  miles), several chemical works and pottery factories, and then Savigny-sur-Orge ( $13\frac{1}{2}$  miles); thence we pass successively Brétigny (20 miles), Bouray, and Chamarande (29 miles), after which we reach

ETAMPES (35 miles), (*Hotel: du Bois de Vincennes*), population 9000. A large trade in bees'-wax and honey; several flour mills, tanneries, and coachbuilders.

The next stations are

ANGERVILLE (47 miles), and ARTENAY ( $63\frac{1}{2}$  miles), after which we reach LES AUBRÈS, the outer station of

ORLÉANS (77 miles), (*Hotels: Trois Empereurs, d'Orléans*), population 52,000. There is a large wine trade here, and many distilleries, chiefly making vinegar; there are many other branches of industry, one of the specialities being the manufacture of blankets.

At Orleans the road diverges, and VICHY, the fashionable watering place, may be reached from here, though there is another and more direct route from Paris. On the road diverging from Orleans is situated:—

LIMOGES (110 miles), (*Hotels: Richelieu, de la Paix, Boule d'Or*), population 56,000. Here are situated the potteries and porcelain factories of France. Limoges ware, faïence as well as enamel, has a great reputation. The trade has again revived, but is not what it was when the manufacturing firms could be numbered by hundreds.

*Consular Agent of the United States.*

F. Berthet.

The declared value of porcelain exported from Limoges to the United States has been as follows:—

	Francs.
1869-70 . . .	2,002,537
1870-71 . . .	2,604,300
1871-72 . . .	3,348,822
1872-73 . . .	3,645,289
1873-74 . . .	2,665,080

The Consular Report in reference to the late decrease, says that it can only be accounted for upon the assumption that large quantities of goods have been consigned to agencies at other points for legalization. The belief is expressed that in reality there is no falling off in the export.

The following firms manufacture porcelain, china ware, and enamelled goods:—

Pallier Frères.  
 Haviland & Cie.  
 F. Alluau aîné.  
 Delhomme & Massaloux.  
 J. Poujat.  
 H. Ardaut & Cie.  
 H. Chabral.  
 Laporte & Noussat.  
 Gibus & Cie.  
 Sandemoy Frères.  
 H. Johanneaud.  
 L. de Fontambert.  
 Léon Sazerat.  
 Peytavey, & Fils.

There are numerous distilleries producing a variety of cordials, liqueurs, and brandies. Tanneries and numerous other industries, among them an extensive type foundry, are successfully carried on.

At a distance of about 20 miles from Limoges may be reached, by a road newly opened,

ST. JUNIEN (*Hotels: Bernet, Commerce*), population 9,000. The seat of numerous leather-dressers and manufacturers of kid gloves. An interesting excursion can be made on return-

ing from St. Junien by way of Angoulême in lieu of again taking the rail at Limoges. In the meantime we resume our travel from Orleans, or rather from Les Aubères, the outer station which connects the city with the main line. We pass several small stations and reach Meung, then Beaugency (92 miles), and Ménars (105½ miles), after which we arrive at

BLOIS (110½ miles), (*Hotel: d'Angleterre*), population 20,000. There is a considerable trade in agricultural produce, and especially in cheese; there is likewise a wine trade of some importance. In the neighbourhood of Blois is situated the Château Chambord.

Numerous small stations intervene, which possess no special interest except to the historian. The country is interesting, and studded with ancient castles. Passing Veuves (124 miles) and Limercy, we reach

AMBOISE (132 miles), an ancient château where Abd-el-Kader was imprisoned. At about three miles' distance is situated the ironfoundry of Poncé. We then pass through

VOUVRAY (140 miles), a small village which may be reached from Tours; it is celebrated for its wines. We now come to

ST. PIERRE, an outer station, connecting the main line with TOURS (146 miles), (*Hotels: de l'Univers, Boule d'Or, Bordeaux*), population 42,000. The largest printing establishment in France, the property of Messrs. Mame, is at Tours. There are a few woollen factories, and a considerable wine trade is carried on. This city held formerly a prominent place in the silk trade. There remains only a shadow of it, and at present this trade is confined to a few factories situated at Tours and in the neighbouring district. From Tours a branch road leads through Angers to

NANTES (267 miles from Paris, 120 from Tours), (*Hotels: France, Commerce*), population 118,000. This city does not show the same enterprising spirit to which is owing the rapid progress of cities like Marseilles and Havre. The cause is attributed to the comparative absence of foreigners, there being no emulative disposition on the part of the inhabitants. The most important articles are preserved fish, meats, fruit, and vegetables, especially sardines, of which from 20,000,000 to 30,000,000 of boxes are annually put up. As for vegetables,

the export of peas alone is computed at 1,200 tons per annum. There are tanneries and factories of patent leather, and there is also a limited quantity of ready-made shoes exported.

The city is situated on the river Loire ; large vessels cannot reach it, but remain at St. Nazaire or Paimbœuf.

*British Consul*—Captain Clipperton.

Official residence, Rue de l'Héronnière, No. 6.

*American Consul*—F. Olcott, Esq.

Official residence, Rue Sully, No. 1.

The following bankers, merchants, and commercial houses are doing business with transatlantic places :—

Lecour & Cie.  
 Meade & Simon.  
 Noël Vincent.  
 Bastard & Bonnemant.  
 Berthault, Fils, & Pitau.  
 Brouckhorst & Cie.  
 Gabriel Lauriol.  
 Ed. Lavalley.  
 Louis Lévêque.  
 Denis Crouan.  
 Brousset & Fils.  
 E. Dennery.  
 Hinchcliffe, Chapman, & Cie.  
 Philippe & Cie.  
 Amieux Frères.  
 Jos. Peneau.  
 Henri Suser.

Starting again from Tours in pursuit of the journey to Bordeaux, we cross the Loire ; the viaduct, resting on fifty-nine arches, is about half a mile in length. We pass

MONTS (153 miles), in the neighbourhood of which are the powder mills of Ripault, the largest powder manufactory in France.

Next we come to

SAINTE MAURE (166½ miles), and, after several minor stations, we reach

CHÂTELLERAULT (187 miles), (*Hotel: Tête Noir*), population 15,000. This is the seat of French cutlery manufacturers; sabres and bayonets form the speciality of some firms. The government likewise possesses extensive works, occupying generally between 1,500 and 2,000 men, though during the late war part of its machinery was moved further south.

Some minor stations are passed and we reach

POITIERS (208 miles), (*Hotels: Du Palais, de France*), population 32,000. A very interesting old city with many historical recollections. The trade is entirely of a local character, chiefly to serve the neighbouring gentry, who, being among the wealthiest in France, have châteaux and country seats in these provinces.

From Poitiers an excursion may be made to

NIORT (48½ miles), (*Hotels: France, Etrangers*), population 22,000. There are many tanneries, and about 1,000 hands are employed in the manufacture of kid gloves; military gloves forming a speciality. There are likewise three or four establishments where the manufacture of blouses for the use of workmen forms another speciality.

On leaving Poitiers we pass successively through Civray (240 miles), Moussac, and Var, after which we reach

ANGOULÊME (278 miles), (*Hotels: Poste, France*), population 28,000. The manufacture of paper forms a speciality of this place. Thin post or foreign letter paper, as it is often termed, is largely manufactured here and exported to all parts of the globe. Even in England the paper of Angoulême is largely in use. There are likewise many distilleries, and the proximity of the Cognac district gives full scope to the production of lower grades of cordials which find an outlet mostly in French markets. It is curious, but not less true, that comparatively little or nothing of the superior brands of Cognac brandy finds a sale at home. By far the greater portion is taken to supply an ever increasing export demand.

The paper makers at and near Angoulême are the following:—

Laroche Frères, De Larochandry, & Cie.  
Oscar Lacroix & Cie.



Lacrois Frères.  
 Laroche-Joubert, Lacroix, & Cie.  
 Alphonse Labrousse.  
 Fourvel & Cie.  
 C. Becoulet & Cie.  
 G. Chertier & Cie.  
 Henry Lacourade & Cie.

From Angoulême a branch line diverges towards La Rochelle, passing through

COGNAC (32 miles from Angoulême), (*Hotels: Commerce, Orleans, Londres*), population 10,000.

The entire community is, more or less, interested in the production and the sale of brandy; it is needless to say, therefore, that the number of dealers and merchants is legion, but the following firms are among those longest known in connection with the exportation of brandies:—

James Henessey & Cie.  
 J. & F. Martell & Cie.  
 Salignac & Cie.  
 Otard, Dupuy, & Cie.  
 Jules Bellot & Cie.  
 Godard & Fils.  
 C. Huvet & Cie.  
 Jaques Nicot & Cie.  
 Henri Mounier & Cie.  
 A. Drouillard & Cie.  
 Boutillier & Cie.  
 Augier Frères & Cie.  
 Denis Mounié & Cie.  
 Guérin Frères.  
 C. Jobit & Cie.  
 Serrès & Fils.  
 Renault & Cie.  
 Gaillard Frères.

*American Consular Agent*—E. Dodart.

The English market is of first importance to shippers of brandy, the annual export exceeding now 60 million gallons.



The declared value of exports to the United States during late years will be seen from the following figures:—

	§		§	
1870 . . .	775,988		1873 . . .	1,147,063
1871 . . .	2,040,714		1874 . . .	1,234,707
1872 . . .	1,225,990		1875 . . .	1,174,374

In regard to these shipments it may be useful to quote a passage from one of the late Consular Reports, which runs thus:—

“So many considerations affecting price and quality of brandies can be pleaded by the seller, as to leave the determination of these points entirely at his option, and the American purchaser, who is seldom a profound expert, is often the victim of deception.”

“Certain it is that American dealers have been accustomed to pay for the older grades of brandy prices that European merchants would regard as simply usurious.”

From Cognac the rail continues to

LA ROCHELLE (76 miles), (*Hotels: France, Commerce*), population 20,000.

*American Consul*—Richard N. Brooks.

*British Consul*—Hon. H. Verecker.

With La Rochelle rival two other ports of immediate proximity, namely, Rochefort and Tonnay, the latter port being, properly speaking, the shipping port of Cognac. One of the characteristics in the export tables of Tonnay is the exhibition of the growing preference given to the shipment of brandy in bottles—usually in cases of one dozen each. The tables show that shipments of this kind have nearly trebled in ten years, and that even in unfavourable seasons the tendency to augment them has continued.

Resuming our travel on the main line from Angoulême, we pass through

LA COURONNE (285 miles), and Coutras (331 miles). Having entered the vine regions we arrive at

LIBOURNE (341 miles), (*Hotel: de l'Europe*), population 15,000. This is, next to Bordeaux, the most important place in the wine trade.

Passing a few minor stations, we reach

BORDEAUX (360 miles), (*Hotels: de France, Etrangers, de Paris*), population 200,000. One of the most agreeable residences, and at the same time the most opulent city of France. Situated on the left bank of the Garonne. The harbour is very capacious, and it carries on a considerable commerce with nearly all parts of the world. The Garonne is spanned by a magnificent bridge of 17 arches, and 532 yards in length, built by Deschamps in 1811-1821.

The city lies about seventy miles from the sea, offering safe navigation for vessels of the largest tonnage half way up the river to Pauillac, and for ships of about 800 tons all the way up to the city. Bordeaux, moreover, communicates by river and canal with the Mediterranean, Spain, and the manufacturing centres of France. Favoured by its geographical position, as well as by a climate comparatively equable, owing to the latitude and the proximity to the ocean, Bordeaux takes a large share of the benefits conferred on France by the comparative freedom of trade. The increased exportation of late years is accounted for by the greater use of the port by South American countries.

*American Consul*—B. Gerrish, jun.

Official residence, 35, Quai des Chartrons.

*British Consul*—Thomas Carew Hunt.

Official residence, 34, Rue Borie.

The following list comprises the firms of bankers, wine merchants, exporters, and commission houses.

Barton & Guestier.	Klipsch & Fabre.
Cotard & Dumoulin.	P. Chabaneau & Cie.
H. De Longuerue & Cie.	E. Capdeville.
J. J. Duvergier jeune & Cie.	Cantenat Frères.
Piganeau & Fils.	Closmann & Cie.
Lafargue & Cie.	Currie, Paul, & Cie.
Laplante Frères.	Ed. Maxwell & Cie.

B. Bert & Cie.	J. B. Clerc & Cie.
Alex. Eyquem.	Cunliffe, Dobson, & Cie.
Feist & Cie.	De Luze & Cie.
Cuvillier Frères.	P. Dumont & Cie.
Cutler, Palmer, & Cie.	Lynch Frères.
Nathl. Johnston & Fils.	Geo. Bouvet.
P. A. Hue.	Alphonse Cahuzas.
Schroeder, Schuyler, & Cie.	Lopes, Dubec, & Cie.
E. Renault & Cie.	Blanchy Frères.
Forestier Frères.	P. J. de Tenet & E. de
Lestapis & Cie.	Georges.
Johns & Cie.	A. Lalande & Cie.
C. Montague & Cie.	J. H. Wustenberg.
Seignouret Frères.	Alfred Morton & Cie.
A. Pouget jne.	Jourme Frères.
Tampier Frères.	De Gernon & Cie.
Schmidt & Cie.	Keyl & Cie.
A. D. Bordès.	Eschenauer & Cie.
J. Petit-Laroche & Cie.	S. Moller & Cie.

The vineyards of the Bordeaux district cover upwards of 470,000 acres. Under the action of a rare combination of favourable circumstances, advantages of an even clime, the absence of severe frosts, the production of wines is both extensive and profitable. On the left bank of the Garonne is situated the true region of the real Bordeaux wines, producing the white wines of Sauterne, the grand red wines of Château Lafitte, Haut Brion, and Château Margaux, and other principal growths, while on the right banks of the great river is found the St. Emilionais and Frousandais. The entire production of the department of La Gironde may be estimated in round numbers as exceeding 300 million gallons per annum.

Regarding shipments of Bordeaux wines to the United States, it may be useful to give, from a consular report already quoted in the preceding pages, the following remarks:—  
 “It is to be regretted that the better brands of wines but seldom find their way to our markets. From a careful revision of invoices of wines shipped to the United

States, I find that in general they range among the *Vin Ordinaire* and *Cargaison*,—the very lowest grades.”

These facts are attributed to the former scale of *ad valorem* duties, but as these exist no more it is to be hoped that a better class of wines will now reach the American markets. From the subjoined statement it will be seen that in addition to wines, oils, dried and preserved fruits, are largely shipped from Bordeaux. The export of sardines has greatly fallen off. Six years ago the shipments to the United States exceeded a value of 800,000 dollars.

*Statement of the Value of Declared Exports to the United States.*

	1872	1873	1874	1875
	\$	\$	\$	\$
Wines . . . . .	1,195,775	1,283,553	1,118,940	} 1,350,996
Brandy . . . . .	137,179	93,282	83,697	
Oils . . . . .	127,342	128,165	113,261	94,283
Sardines . . . . .	672,584	590,534	117,298	293,403
Dried and Preserved Fruits . . . . .	421,921	100,611	151,758	861,561
Miscellaneous . . . . .	834,143	791,275	621,919	246,342
Cream of Tartar, &c. . . . .	—	—	—	447,463
Total . . . . .	3,388,944	2,987,420	2,206,873	3,275,400

*Toutes changements et d'autres renseignements doivent être adressés pour la prochaine édition à*

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*Chez MESSRS. MENNONS & CIE.,*  
*52, Rue Basse du Rempart,*  
*Boulevard des Capucines,*  
*Paris.*

## ROUTE 71.

## BORDEAUX TO BAYONNE—IRUN.

148 miles. *Fares, 1st class, 29·05 francs; 2nd, 21·95 francs.*

**W**E pass a sterile sandy tract of land, on which the government has expended much pains and money with the view of raising fir plantations. These attempts have been crowned with certain successes, and a large trade in turpentine is springing up.

After several minor stations we pass

LAMOTHE (25 miles), where connection is made by a branch road with ARCAÇON (*Grand Hôtel*), an agreeable and fashionable resort during the bathing season.

The next stations are

SOLFERINO (61 miles),

RION (77 miles), and

DAX (92½ miles), (*Hotels: Figaro, Europe*), population 9,000. Considerable local trade. Porcelain and china-ware factories, and distilleries. The road diverges here, and one branch runs to Pau and other watering places in the Pyrenees. Several unimportant stations are passed till we reach

BAYONNE (123½ miles), (*Hotels: Commerce, St. Etienne*), population 27,000. A shipping port situated at the confluence of the Adour and Nive; strongly fortified.

We next reach the station connecting

BIARRITZ (130 miles), (*Hotels: Ambassadeurs, France, Maison Rouge*).

We then pass through

BIDART and St. JEAN DE LUZ (144 miles), reaching the French frontiers at

HENDAYE, from which place there are little more than two miles when we arrive at

IRUN, the first Spanish village. Direct railway communication with Madrid (395 miles).



## ROUTE 72.

## PARIS TO METZ AND BINGEN.

383 miles. *Fares, 1st class, 70·15 francs ; 2nd, 52 francs.*

**U**NTIL we reach Frouard the travel is the same as described in Route 62. At Frouard the road diverges, the first station being  
 PONT-À-MOUSSON (227 miles from Paris), (*Hotels: France, Poste*), population 8,000. After which we pass PAGNY (233 miles), the last French village, and then arrive at

NOVÉANT (236 miles), where the German custom house is established, and where passengers' baggage is examined, after which we reach

METZ (245 miles), (*Hotels: Metz, Europe*), population 40,000. A strongly fortified place, now in the hands of the Germans. On leaving this unfortunate city the next station is Remilly, then St. Avold and Benningen, where the road branches off to Strasbourg. After this we reach

FORBACH (288 miles), (*Hotel: Chariot d'Or*), population 5,000. This was formerly the last French village. There are important ironworks, collieries, and other mining establishments in the neighbourhood. The next station is

SAARBRÜCK (295 miles), (*Hotel: Rhin, Zix*), population 12,000. The river Saar is here rendered navigable, and there is considerable trade in cereals, wine, leather, coal, &c. The river is crossed by two substantial bridges, and the place connects with

ST. JOHANN (*Hotels: Gueprat, Zimmermann*). There are manufactures of glass and earthenware in the neighbourhood.

From Saarbrücken we pass through a rich vine region, the first station being

NEUENKIRCHEN (308 miles), (*Hotel: Jochum*). Important iron industry. Here are the junctions of the lines to Kaiserslautern and Mannheim.



Passing St. Wendel, Birkenfeld, and other minor stations, we reach

OBERSTEIN (341 miles), (*Hotel: Scriba*), population 4,000. The inhabitants of this place are occupied in the manufacture of a cheap kind of jewellery: agates and imitation onyx being set in gold and other metal. The polishing mills are situated at

IDAR ( $1\frac{1}{2}$  miles distant from Oberstein), (*Hotel: Schützenhaus*). Passing several unimportant stations we reach

KREUZNACH (375 miles), (*Hotels: Berliner Hof, Goldner Adler*), population 10,000. Celebrated for its sulphurous spring. The water is tepid, and considered very efficacious in scrofulous diseases. There are several woollen and cotton factories.

Leaving Kreuznach we arrive at

BINGEN or BINGENBRÜCK (383 miles), where connection is made with the Rhenish Railway between Cologne and Mayence. For description refer to Route 36.






## SWITZERLAND.

### ROUTES.

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N the north the Swiss Republic is bordered by Germany, on the east by Austria, on the south by Italy, and on the west by France. The extreme length from east to west is about 200 miles; and its breadth, north and south, is 156 miles. The entire area covers 15,230 square miles. Two-thirds of the surface of the country consist of lofty mountain chains and valleys, and the remainder is a plain, 1,300 feet above the level of the sea. This plain extends across the country in the direction of north-east and south-west, between the Lakes of Constance and Geneva, and separates the chains of the Jura Mountains from the main ranges of the Alps. In the south-western portion of Switzerland the mountains consist of two principal chains, between which is the valley of the Rhone. The extreme south of these chains is called the Pennine; on the northern side of the Rhone the Bernese Alps. Near the point where these two chains diverge is St. Gothard, which forms the nucleus of ranges extending over eastern, south-eastern, and

central Switzerland. The higher parts of the Alps rise above the line of congelation, and immense quantities of snow accumulate on their summits.

The population of the republic is formed by three nationalities, distinct by their language, as German, French, and Italian, but the first constituting the great majority. The German language is spoken by the majority of inhabitants in sixteen cantons, the French in four, and the Italian in two. According to the late census, 384,561 families speak German, 134,183 French, and 30,293 Italian.

The Confederation consists of 22 cantons, 3 of which are politically divided, viz.: Basle, Appenzell, and Unterwald. A general census is taken every ten years: at the last, December, 1870, there was a population of 2,669,025, being about equally divided between males and females, and giving an average density of population of 175 souls per square mile.

The official returns of the Swiss customs show that the imports of raw material have increased during the last decade upwards of 70 per cent. The exports of textile fabrics and yarns have increased in a higher degree. The valuations necessarily form only a rough estimate, chiefly owing to a want of proper classification of different kinds of goods. The information obtainable is unfortunately of an uncertain character, inasmuch as from a remote inland position it is impossible to indicate with any degree of exactness the exportation to the respective countries. Moreover, a considerable portion of exports from Germany to Italy find their way through Switzerland. This item, as a matter of course, adds to the general confusion. The extraordinary development of Swiss industry must be conceded to personal energy and perseverance. The Swiss trader transacts all business personally,—superintends the factory and exports the produce, dispensing with foreman, cashier, and clerks, as far as possible. Ever remaining in contact with his workmen, he exercises his influence; he always resides close to the factory, and lives altogether in a most frugal and economical style, however wealthy he may be. It would be difficult to find a Swiss manufacturer whose personal expenditure, including that of his family, will exceed 2,000 dols. a year. Thus

it is that he is enabled to compete successfully with other countries, and it is the secret wherewithal Switzerland has attained its present importance. This economy enables him to be satisfied with small profits and to compete successfully in seasons of depression. The rates of wages have risen during the last few years, still they are from 20 to 30 per cent. below those of England. It must be added, however, that neither in physical strength nor energy and activity, is the Swiss workman equal to the British.

Many factories in Switzerland are situated in remote localities, and difficult of access. It follows that the manufacturers have to pay heavy freights for the raw material as well as for the carriage of their manufactured goods. The extra expense, however, is compensated by the low rate of wages and the constant and unlimited supply of water power.

The imports of silks of all kinds have of late years exceeded 8,000,000 lbs. The number of silk manufacturers is 130; all, with the exception of ten or twelve, are in the canton, or near the lake, of Zurich. There are upwards of 80 ribbon factories, employing about 10,000 looms, one-fifth of which consist of power looms, employing about 30,000 hands. Of cotton the estimates vary, but it is supposed that the number of spindles considerably exceeds 2,000,000. The cotton yarns produced have a wide range, varying from No. 10 to 300. It is employed chiefly for coarse calicoes and coloured tissues, the higher numbers being exported to France. The number of looms may be roughly estimated at 60,000, of which again about one-fifth are power-looms. In the canton of Saint Gall a large number of persons are employed on embroidering machines—men and women included number about 16,000. The gross imports of cotton are estimated at 60,000,000 lbs.

The foregoing seems to give a fair exhibit of what Republican institutions can achieve when tempered with Conservatism at home and protected by natural barriers from external ambitions. Nature has provided Switzerland with a fortress which no armies can reduce. The little Republic may justly congratulate itself that, whatever the emergency, commercial prosperity is dominating all other forces.

Trade statistics relating to the intercourse between the



United States and Switzerland present a peculiar interest, from the fact that the tables of export have no place among the annual returns obtained from the Custom House. Being an inland State, Switzerland sends her produce and manufactures through foreign ports, and thus helps to swell the importance of trade returns of other countries.

It will be seen from the tables given on the other side that the shipments during the last ten years have gradually and steadily increased. The export of gold and silver watches has more than doubled since the year 1864. The declared value of invoices, which in 1872 exceeded \$3,500,000, represents, however, only a small portion of the actual export of watches to the United States. In the first place, it is well known that very few American tourists return home from European travel without having purchased a watch, and it is well understood that there are various other ways by which large numbers of watches are brought to the United States without ever attracting the attention of the Custom House authorities. The Consular returns represent the average export from Geneva to be about \$700,000, comprising mostly gold and the more costly time-measuring instruments, while the larger shipments are invoiced through Basle, comprising the cheaper kind of watches, chiefly silver, manufactured by inhabitants of the Jura Mountains. Silk ribbons form the staple export of the district of Basle, while silk goods are produced in the villages along the Lake of Zurich. The total production of silk dress goods is estimated at nearly \$20,000,000 annually; it follows therefore, that the United States takes nearly one-fourth of the entire production. These silks consist chiefly of light, cheap goods. The trade is in a very flourishing condition, realizing large profits to those engaged therein.

Nearly half a million dollars' worth of Gruyère and other cheese, the produce of the "Emmenthal," finds its way to the United States. This is a curious incident, considering the fact that on the other hand American cheese can be found at nearly every Swiss or other Continental hotel. The article is usually palmed on the customer as Cheshire cheese, but to those who know, the origin is unmistakable.



STATEMENT SHOWING THE DESCRIPTION AND THE DECLARED VALUE OF EXPORTS TO THE UNITED STATES FROM SWITZERLAND, REDUCED INTO AMERICAN CURRENCY AT THE RATE OF FIVE FRANCS TO THE DOLLAR.

THE TOTAL EXPORTS AND THEIR VALUES.

	1864.	1865.	1866.	1867.	1868.	1869.	1870.	1871.	1872.
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
Asphalt . . . . .	—	—	—	—	—	—	—	—	—
Cheese . . . . .	48,315	98,179	140,026	165,529	211,487	253,083	312,082	337,664	46,400
Cotton goods . . . . .	330,447	471,751	1,034,659	407,666	248,582	450,627	238,970	394,899	445,803
Embroidered goods . . . . .	70,455	115,304	647,228	630,817	610,025	779,340	1,392,489	2,058,757	353,977
Jewellery . . . . .	—	—	—	—	—	9,903	5,505	8,000	—
Leather . . . . .	4,425	—	22,177	33,147	43,597	8,921	116,439	140,275	—
Musical boxes . . . . .	14,447	21,679	60,022	51,239	68,889	51,748	68,229	70,127	89,376
Miscellaneous goods . . . . .	48,676	211,663	219,708	241,885	324,453	296,419	456,144	497,320	88,370
Silk ribbons } . . . . .	5,090,385	5,763,993	6,353,214	3,763,165	4,239,519	2,507,847	3,489,572	3,256,991	329,273
Silk goods . . . . .	—	—	—	—	—	3,211,729	3,679,384	5,328,621	4,074,839
Straw goods . . . . .	161,340	304,237	635,959	486,481	420,499	560,553	776,813	621,339	4,077,349
Watches . . . . .	1,695,438	2,260,391	2,618,682	2,072,482	2,093,946	2,664,516	3,302,432	3,421,151	264,950
Woollen goods . . . . .	—	—	—	—	—	—	—	—	3,662,502
									175,679
Total . . . . .	7,473,977	9,247,192	11,731,675	7,852,064	8,260,998	10,795,287	13,838,049	16,135,144	15,896,233
Basle . . . . .	2,829,945	3,987,813	5,476,413	3,745,173	4,140,171	5,380,981	7,124,258	6,940,428	8,123,853
Geneva . . . . .	393,225	663,436	820,650	625,979	633,937	720,583	776,518	942,599	920,736
Zurich . . . . .	4,250,807	4,595,943	5,434,612	3,480,912	3,486,889	4,693,722	5,837,274	8,252,118	6,851,627
Total . . . . .	7,473,977	9,247,192	11,731,975	7,852,064	8,260,998	10,795,287	13,838,049	16,135,144	15,896,233

## ROUTE 73.

## BASLE TO ZURICH.

63 miles. *Fares, 1st class, 10·75 francs ; 2nd, 7·55 francs.*

**U**NDER the heads of Germany and France we have described the Routes (see Nos. 49 and 63) whereby to reach Switzerland.

**BASLE** (*Hotels: Trois Rois, Euler Suisse, Kraft, Schreider*), population 54,000. One of the most extensive cities of Switzerland, pleasantly situated on the Rhine, and divided by the river into Great and Little Basle. As a commercial and manufacturing centre, it is the most important in Switzerland. This is due to some extent to its geographical position. It produces paper, silks, gloves, leather, &c., &c., but the chief interest centres in the production of silk ribbons.

The following names rank among the manufacturers, some of the firms being of very old standing :—

H. B. Burckhardt & Sohn.

J. De Bary & Söhne.

A. Hindermann & Cie.

Fichter & Söhne.

Gebrüder von der Mühl.

Trüdinger & Cie.

Dan. Preiswerk & Cie.

Sarasin & Cie.

E. Staehelin.

J. J. Linder.

Horandt & Müller.

Lucas Preiswerk.

Von der Mühl-Bürgy & Cie.

Gebrüder Bischoff.

Richter Linder.

Hans Franz Sarasin.

Forcart-Weiss & Burckhardt.

Frey, Thurneysen, & Christ.  
 J. J. Bacofen & Sohn.  
 Staehelin & Seiler.  
 Emanuel Hoffmann.  
 Eduard Meyer & Cie.

A considerable trade is carried on in raw silk, and the following firms are among those engaged in the exportation of this commodity :—

H. & C. Amans.  
 A. Vischer & Cie.  
 Hoffmann, Weber, & Cie.  
 Rhyner & Söhne.

Silk thread and yarns are likewise exported, and one or two firms are engaged in the manufacture of silk tissues for umbrellas and sunshades.

Basle boasts of several establishments engaged in the manufacture of aniline colours and various chemical products, of which the following may be enumerated :—

Bindschedler & Busch.  
 Louis Freund.  
 A. Gerber & Uhlmann.  
 John R. Geigy.  
 L. Durand & Huguenin.  
 Emil Hindenlang.

Two other establishments engaged in the manufacture of chemicals, one of them located in Alsatian territory, may be mentioned here, as doing their export mostly through Basle.

Ferd. Petersen, at Schweizerhalle.  
 B. Imbert, at Mulhouse.

And to this may be added the photographic establishment of Ad. Braun, at Dornach,

*American Consul*—H. Erni.  
*Vice-Consul*—H. Strohl.

*English Church Service* at St. Martin's Church twice every Sunday.

Shortly after leaving Basle, we cross the valley of the Birs, and traverse the slopes of the Jura.

Entering the valley of the Ergolz, we proceed to LIESTAL (6 miles), (*Hotels: Falke, Schlüssel*), population 4,000. The Council House is adorned with curious paintings. There are two factories here:

Geb Brüder Spinner.

Seidenzwirneri "Tanzbär."

The railway gradually ascends for a considerable distance. Near Laufelfingen (18 miles), we pass through a tunnel, 2,700 yards long. A fine view is obtained of the chain of the Bernese Alps. Crossing the Aar we reach

OLTEN (23 miles), (*Hotel: de la Gare*). On an eminence to the left is the Castle of Neu-Wartburg. Here a line branches off to Lucerne, and another road, leading to the west, continues along the right bank of the Aar to

AARAU (31 miles), (*Hotel: Wilder Mann*), population 6,000. Here are several well renowned establishments for the manufacture of articles of cutlery; it is likewise the seat of a large cotton industry; silk ribbons and trimmings are produced, and various other branches of industry are prospering. The following firms are engaged in exporting to American markets:—

F. Feer & Cie.

E. Feer-Grossmann & Cie.

J. Frey-Feer & Cie.

Herzog & Cie.

F. & L. Schmutziger.

H. Rücker, jun.

From Aarau a line of railway conducts us through Lenzburg and Dietikon to

WOHLEN (20 miles).

This is the seat of another noteworthy industry, namely, the manufacture of straw bonnets and horsehair goods, the export of which is considerable, as will be seen from the tables given elsewhere.

The following firms are engaged in this trade:—

Bruggisser, Meyer, & Cie.

J. A. Isler.

J. Isler & Cie.

Kilchmann & Müller.  
 Notter & Luthy.  
 J. Notter.  
 J. Schlatter-Fischer.  
 Stöckli & Cie.  
 J. Wohler Frères.  
 J. M. Wietlisbach.  
 C. Walser.  
 Wohler-Moesch.  
 Aloys, Isler & Cie.



Other firms engaged in the above industry located in the neighbourhood, are enumerated in the subjoined list:—

Gebrüder Abt, at Bünzen.  
 F. Durst, at Bremgarten.  
 Gebrüder Fischer, at Schwanden.  
 C. Halter, at Mettingen.  
 Rud. Hegnauer, at Seengen.  
 Siegrist-Lüscher, „  
 Eich & Cie, at Lenzburg.

In the immediate neighbourhood of Aarau, at a few miles' ride, are the baths of Schintznach (Grossergasthof), celebrated for efficacy in cases of rheumatism and cutaneous diseases.

Returning to Aarau we continue the road to Zurich and reach the next station at

BRUGG (42 miles), (*Hotels: Rössli, Rothes Haus*), population 4,000. Situated near the confluence of the Aar, the Reuss, and the Limmat. At this point once stood the Roman town of Vindonissa. The Schwarze Thurm (Black Tower) is a Roman structure, of the time of the Later Empire. Here are several straw plait and bonnet manufacturers.

    Ls. Debrunner.  
 A. Dothée.

About 2 miles to the south-east is the Abbey of Königsfelden.

Crossing the Reuss, we reach Turgi Junction (44 miles), whence there is a branch to Waldshut. Thence the road runs on the left bank of the Limmat to

BADEN (47 miles), (*Hotels: Stadthof, Limmathof*). The Baths,



situated about a quarter of a mile from the station, were known to the Romans. They are still much frequented, and the neighbourhood affords many pleasant excursions. Passing through a tunnel under the hill, we see, on the left, the Cistercian Abbey of Wettingen, now a college.

The landscape becomes more interesting as we proceed. The Alps are finely in view on the right as we approach

ZURICH (63 miles), (*Hotels: Baur au Lac, Baur en Ville, Belle Vue*), population about 50,000. Beautifully situated at the north-east extremity of the lake of the same name, where the Limmat issues from it. Connection is made by railway with all parts of Northern Switzerland. In no Swiss city is the spirit of industry and enterprise more strikingly manifest. The manufactures of silk and cotton, including dyeing and calico printing, are extensive and successful; those of candles, soap, tobacco, paper, leather, and machinery are also considerable.

There are upwards of eighty silk manufacturing establishments in the Canton Zurich, employing about 36,000 hands. The number of handlooms is estimated to exceed 12,000, while there are barely 1,200 mechanical looms.

The following list shows the principal firms engaged in the exportation of silk goods to the United States:—

Henry Bodmer.

Henry Brunner.

Bodmer & Hürliman.

Chs. Berteaux-Radou & Cie.

Feliser & Co.

G. & R. Fitzler.

Friedr. Hardmeyer.

Ferd. Hotz.

Hirzel, Schulthess, & Cie.

Honegger & Lavater.

Hausherr & Söhne.

C. Kümmell.

G. A. Mathey.

Henry R. Mahler.

J. R. Naef & Söhne.

Naegeli, Wild, & Blumer.



Notz & Diggelmann.  
 Pestalozzi-Hirzel.  
 A. Person, Harriman, & Cie.  
 Rübel & Abegg.  
 C. S. Rutschi & Cie.  
 Ruegg-Heitz & Cie.  
 Louis Ris.  
 R. Stehli-Hausherr.  
 Emil Schaerer & Cie.  
 Gustav Seemann.  
 Zeuner, Hüni, & Cie.

The following New York firms are represented at Zurich:—

H. B. Claflin & Cie.  
 Kutter, Luckemeyer, & Cie.  
 A. T. Stewart & Cie.  
 R. D. Warburg & Cie.

All the foregoing firms are to be found in the city of Zurich, but there are many establishments scattered in the villages situated along the Lake of Zurich. The places are all of easy access, either by means of a short carriage drive or by the steamers plying on the lake. In either case the trip ensures an agreeable and pleasant excursion. The following comprises a list of these silk manufacturers:—

Baumann & Streuli . . . . .	at Horgen.
Stapfer, Hüni, & Co. . . . .	”
Stünzi & Söhne . . . . .	”
Naegeli & Co. . . . .	”
Fierz Stapfer . . . . .	”
J. Burckhardt-Weiss . . . . .	”
Streiff & Co. . . . .	Hottingen.
Egli & Sennhauser . . . . .	”
Gebrüder Meyer . . . . .	”
Ritter & Co. . . . .	”
Zeller & Pestalozzi . . . . .	Hirslanden.
Kaegi, Fierz, & Co. . . . .	Küssnacht.
Bleuler & Keller . . . . .	”
J. G. Lürlimann . . . . .	Richterswyl.

Fr. Aug. Arbens . . . .	Richterswyl.
J. Schläpfer & Co. . . .	Riesbach.
Wirz & Cie. . . . .	”
Arbens & Seun . . . . .	”
Hardmeyer Gebrüder . . .	”
R. Bolleter & Cie. . . . .	”
Wettstein & Cie . . . .	Russikon.
Schwarzenbach-Landis . . .	Thalwil.
Schwarzenbach-Suter . . .	”
Dütschler & Cie . . . . .	Ebnat.
Mechanische Weberei . . .	Adliswyl.
E. Scheubiger & Cie. . . .	Uznach.
Caspar Roth . . . . .	Neumünster.
Suermann & Co. . . . .	Meilen.

*American Consul.*—S. H. M. Byers.

*British Church Service* twice every Sunday at St. Anne's Church. Chaplain, Rev. Dr. Heidenheim.

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*Ou à M. R. BEAUFORT,  
 Aux soins du Consulate Américain,  
 Genève.*

## ROUTE 74.

## ROMANSHORN TO ST. GALL.

73 miles. *Fares, 1st class, 12.20 francs; 2nd, 8.50 francs.*



ROM Romanshorn the road passes through Weinfeld and Frauenfeld to Winterthur (35 miles), (*Hotels: Krone, Sonne*), population 9,000. Prettily situated on the Ghoss, 12 miles from Zurich.

The small community is very wealthy and largely engaged in the commerce of the world.

Leaving Winterthur we pass successively through Wyl, Flawyl, and Winkeln. The entire district is occupied in the manufacture of cotton and other goods. We next arrive at

ST. GALL (*Hotels: St. Gall, Hecht, Hirsch*), population 18,000. Situated in an elevated valley on the left bank of the Steinach, 18 miles south-east of Constance.

It has extensive manufactures of woollen, linen, and cotton goods, fine muslins, and prints, numerous cotton mills, bleach-fields, and tanneries.

It has an important trade, (partly furnished by the canton itself, and by cantons Appenzell and Thurgau, of which it is the *entrepôt*,) a weekly market, and two annual fairs of considerable importance.

The great feature is the production of embroidered cotton goods. A few years ago—say, 1865—the export exceeded barely \$100,000, while for several years past it has exceeded \$2,000,000, and the manufacturers have always orders in hand for the United States which employ all available labour. There are two distinct articles under this head—namely, hand embroidery and machine embroidery. The first named gives employment to upwards of 12,000 persons, mostly women and children, whose wages vary from 25 to 50 cents per day. Hand embroidery consists of cotton tulle and muslin, used for curtains, handkerchiefs and numerous articles of ladies'

dress. The tulle used as ground-work is imported from England or from neighbouring factories in Alsace.

Machine embroidery gives employment to nearly 20,000 persons. Each machine is worked by an able-bodied person, and a female assistant to thread the needles, with an additional assistant for every two machines to mend defective places. Wages are paid per hundred stitches; the price of labour, varying according to the skill of the operator, averages about \$1 per day, the assistant female earning about 30 cents. The machines formerly employed in most kinds of embroidery consisted simply of a kind of frame, while those now in use are of an exceedingly ingenious character, increasing manifold the rapidity of working as well as giving greater variety and more richness in design. The needles have a point at each end, with eyes in the middle, attached to a kind of carriage. They travel over the web, passing the threads in and out, while pincers take hold of the needle at one end of the web, and send it back to the other. Machines have lately been introduced capable of working more than 100 needles at once, thus producing an infinite variety and beauty of patterns. Till very lately the working of the new system had been kept secret, but this has ceased since a machine has been publicly shown and worked at the Vienna Exhibition.

The web employed for common embroidery consists of cotton cambric, which, as well as the thread, is produced in Switzerland and Alsace. Articles of exquisite beauty are produced at St. Gall on what is known as "Swiss muslin," but these better classes of goods continue to be produced by hand-loom. There are at present more than 6,000 embroidery machines at work, while in 1868 the number scarcely exceeded 2,000. It is hardly necessary to add that this branch of industry has afforded an immense source of wealth to the district. It must be understood that the value of exports to America is considerably larger than would appear from the tables of exports given on page 393. Immense quantities are sent from St. Gall in the raw state to England, there to be bleached, calendered, and finished for shipment to the United States. Thus the goods are invoiced through British consulates.

The following firms are engaged in the export trade of the various branches of cotton manufacture—muslins, cambrics, and embroidered goods:—

J. J. Baenziger & Co.  
 Kuhn & Co.  
 Baumann & Co.  
 G. A. Paganini.  
 A. Göldy & Co.  
 Guggenheim, Geismar, & Nördlinger.  
 Duden Gebrüder.  
 M. P. Emden.  
 C. Staeheli-Wild.  
 Gebrüder Niederer.  
 Schläpfer, Schlatter, & Kiersteiner.  
 Sennhauser & Cie.  
 Bolton, Hitchcock, & Wilson.  
 Beare & Co.  
 Moutarde, Forrer, & Co.  
 F. MacArthur & Co.  
 Gebrüder Iklé.  
 J. J. Schläpfer.  
 H. Wohlgenannt.  
 Gebrüder Wetter.  
 Hirschfeld Gebrüder & Co.  
 B. Rittmeyer & Co.  
 U. de G. Vonwiller.  
 F. Strauss & Co.  
 Scherrer, Beyer, & Co.  
 Geo. Sand.  
 L. M. Weil & Co.  
 Lawson Brothers.

*American Consular Agent—*  
 Emile Meyer.

## ROUTE 75.

## ZURICH TO LUCERNE.

38 miles. *Fares, 1st class, 6.50 francs ; 2nd, 4.55 francs.*



AFFOLTERN (15½ miles) is the first station, and crossing the Lorze, we reach Zug (24½ miles), (*Hotels: Couronne, Bellevue*). Situated on the Lake of Zug, which is about 11 miles in length and 2½ miles in width. The road runs along the north shore of the lake and enters the valley of the Reuss, when we reach

LUCERNE (38 miles), (*Hotels: Schweizer Hof, National, Beau Rivage, Schwann, Luzerner Hof, Englischer Hof*), population 12,000. There is some transit trade, but the manufactures are unimportant. They consist chiefly of cabinet work, and the preparation and spinning of floss-silk for hosiery, gloves, ribbons, and neckcloths. Some cotton, hemp, and flax is also spun and made into goods which find their chief market in Italy.

In the immediate neighbourhood of Lucerne is the

EMMENTHAL. This is properly "the valley of the Emmen," and has a continental fame, richly deserved for its cattle, and horses, forest, and flax culture, and numerous thriving manufactures. The cheeses of the Emmenthal, commonly known as *Gruyère*, have a world-wide reputation. The following list comprises the names of the principal dealers engaged in the exportation of cheese:—

Lehmann & Cie. at Kirchberg.

Christ Probst, at Langnau.

Johannes Lemann „

S. Rubi, at Kiesen.

A. Nyffenegger, at Thun.

Ch. & J. Gerber „

C. Mauerhofer-Joost, at Trübschachen.



Fehr & Co. at Burgdorf.  
Gebrüder Mauerhofer „  
Jacob Steiner, at Landshut.  
Geissbühler & Huber, at Signau.

All the foregoing are located in the Canton Berne, and the respective places may be easily reached either from Berne or Lucerne.

From the tables of export given elsewhere, it will be seen that cheese forms an important branch of Swiss commerce.

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Genève.*

## ROUTE 76.

## GENEVA TO BASLE BY NEUFCHATEL.

170 miles. *Fares, 1st class, 27·35 francs; 2nd, 20·5 francs.*



RAVELLING so far as Bussigny over the line described in Route No. 77, the valley of Venoge is entered, and, passing through two tunnels, we reach Chavernay.

A fine view is obtained westward of the Jura Mountains as we approach

YVERDUN (61 miles), (*Hotels: Londres, Croix Fédérale*), population 5,200. Situated on the southern bank of the Lake of Neufchatel at the influx of the river Orbe. The river is crossed and the road skirts the lake to the village of Grandson, with an ancient castle, which is now used as a snuff manufactory.

We pass successively the following stations:—Concise (68 miles); Bevaix (75 miles); Boudry, and Colombier (79 miles).

The entire district is populated with watchmakers, or persons engaged in the production of watchmakers' tools and materials. Each item of manufacture forms a speciality. Some villages produce principally dials, while in other places the inhabitants are skilled in the making of screws, springs, &c.; the making of watch-cases forming again a separate industry.

The next place reached is

NEUFCHATEL (83 miles), (*Hotels: des Alpes, Bellevue*), population 12,000. Situated on the shores of the lake to which it gives its name. The city is built on a deep slope at the influx of the Seyon. The lake is 25 miles in its greatest length, with an average breadth of about four miles.

Here is the commercial centre of the watch and clock industry, though the city is not exactly the seat of manufacture. The work is carried on by the people at their own

houses in the surrounding district, and as already observed, the subdivision of labour is so admirably arranged that each workman confines himself to a speciality. The final manipulation of the different elements to complete a watch, the encasing, and the finishing, again, are all left to separate departments. There is a factory where telegraphic instruments are produced, owned by M. Hipp, one of the directors of the Swiss telegraph department, and inventor of an automaton telegraph apparatus.

Chocolate is produced and largely exported by the well-known firm of

Ph. Suchard.

The following firms are among the most prominent export houses of watches and watchmaking materials:—

Ch. Horman & Cie.

Bord & Courvoisier.

Jeanjaquet Frères.

From Neufchatel a branch road leads us to

LA CHAUX-DE-FONDS (19 miles), (*Hotels: Aigle, Lion d'Or*), population 10,000. Situated in a deep valley of the Jura, 3,000 feet above the level of the sea. The entire community is engaged in the production of watches and clocks, and mechanical contrivances for scientific purposes, as well as the manufacture of toys of an exceedingly ingenious character. The following are the principal firms:—

N. Robert-Bornaud & Fils.

Billon Frères.

Th. Bloch & Frères.

Henri Béguclin.

Jules H. Perret.

Henri Picard & Frères.

Jacob Gutmann.

Renther-Mathey.

Julien Gallet.

Nordmann Frères.

P. H. Limburger.

Grosjean Frères.

Frédéric Nicoud.  
Fayette S. Giles.  
A. R. Stauffer & Fils.  
Jacot & Gérard.  
M. Silberschmidt & Cie.  
Chs. Ad. Juvet.  
Léon Siehel.  
Adolphe Stebler.  
Henri Leuba.  
Alexr. Bonsack.  
Fritz Rüsser.  
Saltzman & Veuille.  
Veuille & Fils.

An important trade has lately sprung up at Neufchatel in the export of asphalt, produced at Val de Travers, about twelve miles from Neufchatel. Bituminous or tar substances have of late attracted increased attention, especially asphalt, by reason of the variety of uses to which it has been applied. The mines at Val de Travers were known in the early part of the last century, and it appears that at that period the produce was much used for medical purposes. In 1837 a French company purchased the mines and erected a factory at La Presta, situated on the right bank of the River Reuse. The operations have been very prosperous ever since. Asphalt is now used without any previous preparation, or rather, it should be said, without adulteration, and thus is eminently suited for pavement of public thoroughfares. The increased demand for the article has been followed by a considerable rise in the value. At the beginning of operations, in 1837, the price realized was about fifty cents per ton, while at the present day it yields \$4 per ton. About 100,000 tons have been extracted during the last thirty years. Three years ago the federal government instituted inquiries to be made regarding the extent of existing mines. The result of these inquiries has established the existence of extensive layers, comprising an area of 300,000 cubic yards. Calculating two and one-half tons as the yield of a cubic yard, it is estimated that 750,000 tons may be extracted from the mines near Neufchatel.

Leaving Chaux-de-Fonds, the railway conducts us to  
 LOCLE (24 miles), (*Hotels: Croix d'Or, Trois Rois*), popu-  
 lation 10,000. Situated on the Bied. Here, as in the entire  
 neighbourhood, the male population is engaged in watch and  
 clock making. The women are making lace which is very  
 much esteemed.

The principal watchmakers are enumerated in the following  
 list:—

- Favre & Andrié.
- E. Favre-Brandt.
- Ch. F. Tissot & Fils.
- C. J. & A. Perrenoud & Cie.
- Ginnel & Ottone Frères.
- Jules Jürgensen.
- Chs. Ad. L'Hardy.
- J. Hugenin.
- L. A. Favre-Brandt.
- Montaudon Frères.
- H. L. Matile & Fils.
- Lutz Frères.
- Ulysse Huegenin.
- Justin Schwaar.
- H. Léo Mathey.
- H. Houriet & Cie.
- E. Peregaux.
- Jacot Frères.
- Georges Faure.
- Georges Roulet.
- Jules Huguenin-Schward.

In addition to the above, there are several exporting firms  
 in the neighbouring villages of Locle, the names of which  
 are included in the following list:—

- Perret & Fils . . . . . at Brenets.
- Guinand Frères . . . . . ”
- L. Borel-Petitpierre & Fils . . . Couvet.
- Henri Raiguel . . . . . Sonvilliers.
- Paul Laval . . . . . St. Imier.
- Ernest Francillon . . . . . ”
- F. L. Gagnetin-Meyrat . . . . . ”

At Couvet, one of the places above mentioned, will be found the distillery of

Edouard Pernod,

a firm which produces and largely exports liquor known as "absinthe."

We return to Neufchatel and resume the route to Basle.

Continuing along the shore of the lake we reach

St. BLAIZE and LANDERON.

The latter place is situated on the point of the influx of the Thiele into the Lake of Biemme.

We then reach

NEUEVILLE, or NEUENSTADT (*Hotel: Couronne*), population 1,200, on the border of the Lake de Biemme or Bieler See. The latter is 10 miles long by 3 broad. Its scenery is not remarkable, and it owes its chief interest to the Ile St. Pierre, for some months the residence of Jean Jacques Rousseau.

Continuing along the shore, we pass Nydau, with its imposing castle, and reach

BIENNE (German *Biel*), (102 miles), (*Hotels: Couronne, du Jura, Croix Blanche*), population 7,000. It is situated on the lower slopes of the Jura, at the entrance of the valley of the Suze, and is surrounded by vineyards. Here again are numerous watchmakers, producing for the most part cheap silver watches. One of the principal exporting firms is—

Bourgoin Frères.

Passing some minor stations we reach

SOLEURE (German *Solothurn*) (117 miles), (*Hotels: Couronne, Cerf, La Tour*), population 6,000. It is situated at the base of the Jura, on the Aar, which divides it into two unequal parts, connected by two bridges, one of which is only available for foot-passengers. There are cotton, spinning, and weaving establishments; also an iron-foundry and a glass manufactory.

The next station is

HERZOGEN BUCHSEE (126 miles), (*Hotels: Krone, Sonne*), population 5,000.



There is a wool-spinning mill and there are several manufacturers of woollen and mixed cloth, also of silk ribbons and trimmings.

Born, Moser & Co.

Gebrüder Müller.

Wilh. Jaeggi.

Jacob Locher.

Gebrüder Bally, at Schoenenwerd.

From here we proceed to Olten. The travel between this place and Basle has already been described in Route 73.

At Olten we make likewise connection for Berne, as well as for Lucerne. On the road to the latter place the second station is

ZOFINGEN (9 miles), (*Hotels: Schweizerhof, Couronne*), population 2,000. On the right bank of the Wigger, with important trade in cotton and silk manufactures, chiefly supplying the Italian markets. Among the names of manufacturers are the following:—

Gebrüder Suter.

H. A. Senn.

Gigax & Meissner.

Rotzler & Co.

Carl Roth.

Hofer & Co.

Düby & Co.

Bolleus & Andres.

## ROUTE 77.

## GENEVA TO BERNE.

165 miles. *Fares, 1st class, 28·60 francs; 2nd, 20·20 francs.*



HE route No. 65 gives details of the travel between Paris and

GENEVA (*Hotels: des Bergues, Beau Rivage, de la Paix, Métropole, Russie, National, l'Ecu*), population 60,000. Capital of the Canton. Situated on the declivities of two hills. A prosperous and rapidly extending city. Among its important manufactures are watches, musical boxes, and jewellery. Considerably more than 100,000 watches are annually turned out.

The chief trade, in addition to its staple manufactures, consists in supplying the surrounding district with colonial products and numerous minor articles.

*American Consul.*

Chs. H. Upton.

Among the principal watchmakers we enumerate the following:—

Patek, Philippe, & Cie.,

Agents for Tiffany & Co., New York.

The other firms are as follows:—

Ve Vacheron & Cie.

H. Ekegren.

J. M. Badollet & Cie.

John Darier.

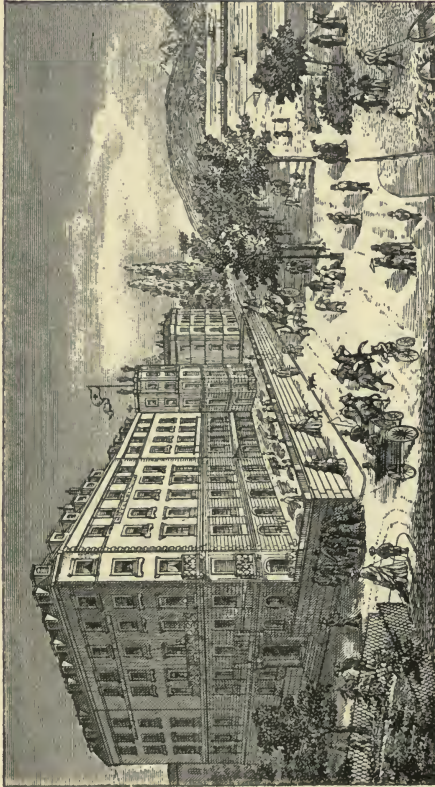
T. Frankfeld.

Dufour & Zentler Frères.

Ch. Martin & Cie.

The following rank among the principal jewellers:—

Rossel & Fils.



VIEW OF THE HOTEL BEAU RIVAGE, GENEVA.

GENEVA.

# HOTEL BEAU RIVAGE.

PROPRIETORS—MAYER AND KUNZ.

This hotel (the largest in Geneva) is situated on the north side of the Lake of Geneva, has three fronts, and from its position commands

VIEWS OF MONT BLANC AND ITS RANGE,

AND OF

THE BEAUTIFUL LAKE AND ITS BORDERS,

Unattainable from any other hotel at  
or near Geneva.

ENGLISH AND AMERICAN TRAVELLERS WILL FIND  
EVERY CONVENIENCE AND COMFORT,

*UNEXCEPTIONAL ATTENDANCE,*

AND MODERATE CHARGES.

A Lift of the best construction conveys guests to each floor  
of the hotel.

A. Glatou & Cie.  
 Hungerland & Thorel.  
 J. Mc. Mast.  
 E. Delesvaux.  
 A. Lejeune.  
 Tissot & Gay.  
 Delatre & Martin.

Manufacturers of musical instruments:—

B. A. Bremond.  
 A. Rivenc & Cie.  
 S. Troll Fils.  
 Conchon & Cie.

Leaving Geneva we skirt the north shore of the lake. The first station is

COPPET (10 miles). The château was for some time the residence of Madame de Staël, and previously of her father, M. Necker. In the grounds is a chapel where she and her father are buried. We next pass

NYON (the Roman *Novidunum*), from which there is a carriage road up the hills to St. Cergues, the most convenient spot from which the ascent of the Dôle may be made. Continuing the road along the lake we come to

ROLLE (22 miles), (*Hotels: Couronne, Tête Noir*). The neighbourhood abounds with vineyards, which produce, amongst other wines, the celebrated kind called La Côte. On the other side of the lake the summit of Mont Blanc may be seen, and, a little further on, the heights of Meillerie and the opening of the Valais. The next station is

MORGES (31 miles), (*Hotel: la Couronne*), a town of 2,800 inhabitants, situated on the lake. We see the castle of Vufflens, reputed to have been founded by Queen Bertha in the tenth century. We now leave the borders of the lake and proceed to the junction at

BUSSIGNY (28½ miles), where connection is made for the line to Yverdon and Neufchatel. The change of trains, however, seldom takes place until reaching

LAUSANNE (31 miles), (*Hotels: Gibbon, Richemont*), popula-

tion 22,000. Situated on a spur or lower slope of Mount Jarat, north-west of Geneva.

It has scarcely any trade, and its limited manufactures are confined to leather, pipes, beer brewing, and cotton and woollen spinning.

Leaving Lausanne the road ascends, and offers an exceedingly fine view over the Lake of Geneva before reaching the tunnel, which ends close to

CHEXBRES-VEVAY (47 miles), the station for Vevay. Passing some other stations, we have a view of Mont Blanc before reaching

ROMONT (66½ miles), beautifully situated on an eminence overlooking the Glane. The old castle was built in the tenth century by the kings of Burgundy. From Romont a branch road extends to

BULLE, a place where the population is occupied in the production of straw plaiting and straw bonnets. The following are the names of manufacturers engaged in the export of this produce:—

Louis Compondy.

Albert Tanner.

L. Spuhler-Denérész.

Chas. Breuchaud.

Société de Moléson (J. B. Peyraud).

Leaving Romont there are no stations of importance along the line; the scenery, however, is most interesting till we reach

FRIBURG (81 miles), (*Hotels: Zähringer Hof, de Freyburg, des Merciers*), population 10,600. It is the capital of the canton of the same name, and occupies a wild and romantic situation on the Saarine. There are some fine churches, the most remarkable being the Cathedral of St. Nicholas, a handsome Gothic structure of the fifteenth century, containing an organ which has 7,800 pipes and 67 stops, and is considered one of the finest instruments in Europe.

Leaving Friburg there is nothing note worthy along the line, though the stoppages are somewhat numerous. We now arrive at



BERNE (98 miles), (*Hotels: Bernerhof, Bellevue, Schweizerhof, Faucon*), population 30,000. Capital of the canton, and seat of the Federal Government and of the Diet of the Swiss Confederation, 59 miles south-west of Zurich and 39 miles west-south-west of Lucerne, bounded on three sides by the river Aar, and on the west side defended by fortifications. Berne is one of the most pleasing cities of Switzerland, and remarkably clean and regularly built. There are a few factories of linen, cotton, and printed goods, clocks and watches, delicate mechanical and philosophical instruments, straw hats, leather, &c.

Berne being the seat of the Federal Government, diplomatic representatives are resident here. Hon. Horace Rublee has for a series of years resided here as Minister Resident of the United States.

Great Britain is represented by his Excellency E. Corbett; Secretary of Legation, G. Jennet, Esq.

There is an English church service throughout the year; Chaplain, Rev. James Rathbone.

As a place of business, Berne has little importance. There are several cotton-spinning establishments in the canton; also a silk factory:—

Mechanische Weberei (Ed. Simon, Director).

Razors, manipulated from steel wire used for watch springs, and consequently of superior temper, are manufactured and largely exported by

Jacques Lecoultre.

Of carved wood works and fancy goods, a large establishment is that of

J. H. Heller.

The principal seat of this industry, however, is at and near Interlaken.

## ROUTE No. 78.

## BERNE TO INTERLAKEN.

*Rail to Thun, 19 miles; thence by Steamer across the lake to Neuhaus (15 miles). Fares, 1st class, 5·15 francs; 2nd, 3·20 francs.*

**P**ROCEEDING along the valley of the Aar through an exceedingly fertile and well cultivated country. we reach

THUN (19 miles). (*Hotels: Bellevue, Baumgarten*), population 4,000. Pleasantly situated. There is a military college. Cheese is largely exported from here. Reference to this trade has been made elsewhere.

From Thun the lake is crossed by steamer, and passengers thereby are landed at Neuhaus, whence they are conveyed, by a short road of two miles, to

INTERLAKEN, beautifully situated, as the name indicates, "between the lakes," namely, the lakes of Thun and Brienz, on the left bank of the Aar in the valley of the Boedeli.

The population is engaged in the production of articles of carved wood; and the following firms at Interlaken and neighbouring villages are exporting largely to all parts of the globe:—

Christ. Ritchard . . . . .	at Interlaken..
C. von Bergen & Cie. . . . .	„
Sesti & Brügger . . . . .	„
C. H. Schuh . . . . .	„
Ch. Steiner . . . . .	„
J. F. Klein & Cie. . . . .	Meiringen.
J. Kehrli-Sterchi . . . . .	Thun.
Jäger & Cie. . . . .	Brienz.
J. Flück . . . . .	„
J. M. Roetter & Cie. . . . .	„



## APPENDIX.

**I**N the following pages the purchaser will find alphabetically arranged the various classes of goods manufactured in different localities of Europe. This classification will admit a comparison of the relative merits, values, and fitness for exportation. There are many articles manufactured at one end of France which may be purchased with equal advantage in a remote corner of Germany or elsewhere. In these cases the time and cost of transportation to the seaboard becomes a consideration, and great care has been taken to ascertain as nearly as possible the advantages of competitive routes. These items will be found under the respective heads.

**Absinthe.**—A cordial, the flavouring agent being composed of herbs grown in the Alps. The genuine article is manufactured on the Franco-Swiss frontiers. See Couvet, p. 410 ; also Pontarlier, p. 345. See also *Liqueurs*.

**Accordeons.**—There are several makers at Gera. See p. 225. See also *Musical Instruments*.

**Agate**—is found in Rhenish Bavaria and manipulated by lapidaries at Oberstein. See p. 387.

**Agricultural Implements.**—Makers of agricultural machines are found all over Europe. See:—Birmingham, Sheffield, Leeds. On the Continent they are found at Brussels and Verviers, in Belgium ; at Lille and Paris, in France ; at Berlin, Hanover, Cologne, and Aix-la-Chapelle in Germany.

**Alabaster.**—The chief storehouse is Italy. Exported from Genoa, Leghorn, and Florence. There is an alabaster quarry in Rhenish Prussia. See *Hagen*, p. 183.

**Albumen** is largely exported from Paris, p. 319.

**Ale.**—The Scotch breweries are enumerated under the head of Leith and Edinburgh, p. 59. See also *Breweries*.

**Alkali** is manufactured at and exported from Newcastle-on-Tyne. See likewise *Chemical Works* at Glasgow, p. 66; Leith, p. 59.

**Alpaca.**—Chiefly manufactured in Yorkshire. The firms are enumerated under the head of Bradford, p. 81, Leeds, p. 27, and Huddersfield, p. 39.

In Germany similar kind of goods are manufactured, chiefly in Saxony. See also *Stuffs*.

**Aluminium.**—Goods manufactured of this metal are found at London, Paris, p. 318, Vienna, and Berlin.

**Amadou** may be purchased advantageously at Vienna. See *Manufacturers of Tinder and Matches*, p. 299.

**Amber.**—The raw material is obtained from the shores of the Baltic, Königsberg being the chief market. The manufactured articles—mouthpieces for pipes, bracelets, necklaces, &c.—are found at Vienna, p. 299, and Paris, p. 318.

**Aniline Colours**—are produced by chemicals, near the various coal regions, notably Lyons, p. 361, Elberfeld, p. 179, Offenbach, p. 201. See also *Chemicals* and *Dyes*.

**Anvils.**—Birmingham, p. 47, Sheffield, p. 34, Iserlohn, p. 184, Solingen, p. 178, Hagen, p. 183, and Remscheid, p. 188.

**Argols**—are shipped from Bordeaux and Marseilles.

**Arms.**—Every variety of firearms, *e. g.*, cannons, guns, rifles, pistols, as well as side-arms, swords, and daggers, are manufactured at Birmingham, p. 49; and in Belgium, at Liège, p. 93. In Germany, guns and rifles are produced at Suhl, p. 261, at Sömmerda, p. 257; and in France, at St. Etienne, p. 371, and Tulle.

The speciality for manufacturing swords and bayonets

centres at Solingen, p. 178, in Germany, and at Chatellerault, p. 379, in France.

Cannons are manufactured on the Continent, principally at Essen, Krupp's factory, p. 156, at Liège, p. 93, and at Creusot. In France there are large works at Angoulême, p. 378, and other places, but the establishments are Government monopolies.

**Artificial Flowers.**—See *Flowers*.

**Asphaltum**—is produced in various parts of Europe, namely, in Hanover, (Limmer); in France; and in Switzerland. See p. 409.

**Awls.**—Brad-awls: speciality at Sheffield, p. 34; and in Germany, at Schmalkalden, p. 259.

**Axles.**—Birmingham, p. 47, Sheffield, p. 34, Duisburg, p. 156, and Essen, p. 156.

**Barege.**—Mixed goods of worsted and silk, mostly produced in France.

**Barytes**—exported from the district of Mayence, p. 198.

**Baskets and Wickerwork.**—are exported from France and Germany, notably through the agency of Berlin, p. 165, Lichtenfels, p. 263, Frankfort-on-the-Maine, p. 199, and Boulogne-sur-Mer. See also *Wickerwork*; *Willows*.

**Bayonets.**—In England the best cast-steel are produced at Birmingham and Enfield. On the Continent the monopoly is held by manufacturers at Solingen, p. 178, Suhl, p. 261, and Chatellerault, p. 379.

**Beads.**—Glass beads for ornaments are produced in great variety at Birmingham. On the Continent Venice was the emporium, but the manufacturers have now to compete with lower-priced articles produced at Nüremberg and Fürth, p. 207, Aix-la-Chapelle, p. 140, Sonneberg, p. 260, and Gablonz, p. 292. Most of the manufacturers at these points produce, at the same time, glass buttons, a variety of ornamental goods, dolls' eyes, and other kinds of toys.



**Beaver.**—Refer to the article *Furs*, for which the chief market is Leipzig, p. 221, inasmuch as the fairs held there have the tendency to ascertain the balance between supply and demand, and thereby to determine the market value for the ensuing season.

**Beer.**—See *Breweries*.

**Beet-root Spirit**—is largely manufactured in France, Belgium, and Germany; in the latter country many of the larger farms have distilleries, especially those in the Provinces of Eastern Prussia and Brandenburg; for the former section the principal market is Stettin; for the latter, Berlin. Time bargains in this commodity are among the features of Bourse operations of the Prussian capital.

**Balbriggan Hose**—is manufactured at Balbriggan. See p. 4. Imitations are produced at Nottingham and Chemnitz.

**Berlin Work**—*e. g.* Berlin needlework, or embroidery on open canvas; silk and worsted yarns, beads, printed patterns, and other requisites are produced at Berlin. See p. 176. There are likewise establishments of a similar nature at Frankfort-on-the-Maine and Vienna.

**Bessemer Steel.**—See *Steel*.

**Billiard Cloth**—is produced chiefly at Verviers, p. 95, where several establishments make its manufacture a speciality.

**Birds (Canary)**—are reared in the Harz Mountains. There is a market for them at Brunswick, p. 160, whence several thousand dollars-worth are annually exported.

**Blankets.**—Yorkshire takes the lead, and next in favour is the Scotch produce. There are likewise factories at Kidderminster. The Austrian manufacturers produce a very superior article; there are factories near Liège and Verviers, competing successfully. In Germany, Aix-la-Chapelle and Düren manufacture blankets and travelling-rugs. There are numerous places in France where different descriptions of woollen rugs are manufactured, notably: Ambérieux, Bar-le-Duc, Lille, Roubaix, Tours, and Troyes.



**Bobbin-Net**—is manufactured in the Nottingham district, in Alsace, and various parts of France and Germany.

**Bombazin**.—Has its origin in the manufacture at Norwich, but it is largely produced in France as well as in Germany.

**Bottles**.—Common wine and beer bottles are produced chiefly at Newcastle-on-Tyne, Sunderland, and neighbouring places. There are factories at and near Birmingham, p. 46, also at Dublin, p. 4. Extensive glass works are in the neighbourhood of Charleroi, where all varieties of green bottles are produced, as well as demijohns, carboys, phials, and glass bottles for the use of druggists and chemists, p. 99. See also *Glass-Ware*.

**Boots and Shoes**.—There are large factories at Northampton and Leicester, also in Staffordshire and in the vicinity of London. The factories in France are not on an extensive scale, except those who contract for the army and navy. Fancy goods may be purchased advantageously in Paris, also at Vienna. There are a few places in Germany, notably Erfurt, p. 256, where cheap boots, shoes, and slippers are produced. Low-priced goods are likewise manufactured at Berlin, while the articles produced at Mayence, Offenbach, and Frankfort-on-the-Maine, p. 201, enjoy well-merited reputation.

**Brass Wire**.—See *Wire*.

**Briar Pipes**.—See *Pipes*.

**Bristles**.—Are exported from the Consular district of Frankfort-on-the-Maine. See p. 199.

**Britannia Metal**.—Birmingham and Sheffield produce every variety of Britannia metal goods. On the Continent similar kinds of goods are manufactured at Lüdenscheid and Hagen.

**Braids, Braiding**.—Used for coach-making or upholstering purposes or wearing apparel; is manufactured at Nottingham, Leicester, Paris, Lyons, Elberfeld, and Barmen.

**Brandy**.—The best French brandy comes from Cognac, see p. 380, and is produced from the grape grown in the

*Charentes.* The process of distilling wine results in a yield of about fifteen gallons of spirit from one hundred gallons of wine. The brown or auburn tinge of brandy is supposed to be derived by keeping the spirit in oaken casks. The *Limousin* oak, grown in the district of Limoges, is considered peculiarly favourable for the purpose; but, as results are obtainable only in course of time, artificial means aid or replace the natural process of colouring. The raw material is manipulated with burnt sugar or other substances.

Brandy distilled from wine is made in other parts of France, and likewise in Spain. In other countries so-called brandy is not derived from wine. Grain, potatoes, and other vegetable substances are put through a process of distillation. Burnt sugar, argols, catechu, fusil oil, and so forth, do the rest to imitate real brandy as near as possible. Large quantities of this stuff are shipped from Dutch ports and the north of Germany, notably Hamburg.

**Breweries.**—The most celebrated English ale breweries are situated at Burton-on-Trent: Bass & Co. and Allsopp & Co. In and near London there are likewise large ale breweries: Fuller & Co., Sich & Co. The Scotch ale breweries are found under the head of Leith, p. 58.

The brewing of porter-beer has its monopoly in London, the firm of Barclay & Perkins taking the lead; in fact, the establishment has a rank among the sights and curiosities of the metropolis. More than 100,000 gallons of water are daily consumed; the fermenting tuns are capable of holding more than 250,000 gallons. The firm possesses storing vats of colossal dimensions, some of them are gauged for 100,000 gallons. There are several other large breweries, among them: Reid & Co., Henry Meux & Co., Combe, Delafield, & Co., Truman, Hanbury, & Buxton, and others.

Dublin has acquired fame in the brewing of *stout*, the firms engaged are enumerated on p. 8.

In France the largest breweries are situated at and near Paris, Besançon, and Lyons. Belgian beer is very inferior in quality.

Strasburg beer was famed throughout France, but since the annexation to Germany the produce has been superseded.

From Germany there is an export demand of beer at Mayence and of Bavarian produce ; shipments are made from Bamberg, Bayreuth, Culmbach, Erlangen, Munich, and Kitzingen.

**Bricks (Dutch Clinkers).**—See Gouda, p. 129.

**Bronze Colours and Bronze Powders.**— See Birmingham, p. 46 ; also Nuremberg, p. 206.

**Brushes and Combs.**—See Birmingham, Sheffield, London, Paris, Berlin, Vienna.

**Buckles.**—All kinds of buckles for personal wear, for harness and saddlery, are produced at Birmingham and Sheffield, pp. 46 and 34 ; also at Hagen and Remscheid, pp. 188.

**Buttons.**—Cloth buttons are manufactured at Birmingham, p. 34, at Elberfeld and Barmen, p. 180, and at Lyons, p. 360. See likewise *Trimmings*.

Glass buttons are likewise found at Birmingham, p. 46, at Aix-la-Chapelle, p. 140, Nuremberg, p. 206, Namur, p. 111.

Horn, ivory, pearl, and numerous other substances manufactured into buttons, studs, &c., are found at Birmingham. Vienna, p. 295, Berlin, p. 340, Fribourg, p. 270.

**Buttons (Metal).**— Birmingham, p. 46 ; Solingen, Hagen, and Remscheid.

**Calico and Calico Printing.**—See *Cotton Goods*.

**Cambric.**—Under this denomination are generally understood the finest and thinnest of linen fabrics. Belfast produces this class of goods, see p. 7. In France they are manufactured at St. Quentin, and also at Tarare, p. 373, and Paris, p. 318.

**Cameos.**—Italy is the market for the raw material as well as for the gem which has passed the skilful hand of the lapidary. There are depôts in Paris as well as prominent artists. Among them, M. Ed. Guyétant, who, being the successor of the famous Michelini, is one of the most distinguished artists. See p. 323.

**Canes.**—Walking and umbrella sticks, rattans, bamboo, and all other descriptions in the raw state are most advan-

tageously purchased at the periodical sales in the London Docks. The manufactured article, ready for use, has a market in Hamburg, where the firm of H. C. Meyer, jun., is favourably known among others in the trade.

**Candles.**—Stearin, paraffin, and wax candles are largely produced in England. Price and Co. rank among the most prominent. There are, however, numerous establishments in France, Belgium, Germany, and Austria for the manufacture of composite candles. Wax Candles and fancy wax-work is more or less monopolized by manufacturers in Catholic countries. See Vienna, p. 295, Nuremberg, p. 206, Wurzburg, p. 203.

**Cards.**—Playing-cards. Delarue and Co. in London are among the best makers. For French cards there are large depôts in Paris.

**Cards.**—Wire carding for cotton, flax, and other fibrous matter. The more reputed factories are in Yorkshire and Lancashire. In Germany the produce of Aix-la-Chapelle is in great favour. See page 140.

**Carpets.**—In former times carpets were designated by the name of the seat of manufacture. This is no longer the case. So-called Brussels, Wilton, or Turkey carpets are now manufactured everywhere. In England the seat of carpet manufacture centres in Yorkshire, Axminster, and Kidderminster. See p. 25. In France the manufacturers at Aubusson hold a monopoly; the majority of them have depôts in Paris. Besançon likewise produces carpets.

In Germany there are manufacturers at Hanau, p. 202, Stuttgart, Berlin, and other places, but they have hitherto not been able to participate to any great extent in the export trade. There are several important establishments in Austria, see Vienna, p. 296. In Belgium, carpets are produced at Tournai, p. 104. Cheap carpetings are found in Holland.

**Cashmere Shawls.**—They can be purchased in London or Paris. For wholesale dealers in the latter city, see p. 319.

**Champagne Wines.**—The chief mart is Rheims, Chalons-sur-Marne, and adjacent places. See p. 338. Several

Champagne houses are represented in London, as will be seen on another page. There are a few other districts in France where sparkling wines are produced, but they are of a cheap order. Spurious champagne is largely made up both in France and Germany. Labels, corks, packing, and all incidental matters are imitated so closely, that the fraud is sometimes difficult to detect. Sparkling Moselle and Rhenish wines are made up at Coblenz, Eltville, Hochheim, and Mayence. The wine dealers at these points are enumerated between pp. 192 and 199. In Switzerland, likewise, cheap sparkling wines are made up.

**Cheese.**—The most profitable market for English cheese is London. Dutch cheese has a market at Gouda, see p. 129. For Swiss cheese see p. 404.

**Chemicals.**—Works of chemical produce are enumerated in the following places: Glasgow, p. 66, Leith, p. 58, Birmingham, p. 46, Dublin, p. 3, Leeds, p. 27, Paris, p. 280, Berlin, p. 165, Brussels, p. 89. See also Colours and Dye-stuffs.

**Chicory.**—The mills at and near Magdeburg, see p. 161, are exporting largely; also those in the district of Brunswick, p. 160, and Hanover, p. 158. There are exporting firms in Belgium, see Léige, p. 92, and Namur, p. 111.

**Chocolate**—is principally shipped from Paris, though the manufacturers are scattered throughout the country. The article is also exported from Switzerland and Berlin.

**Coals.**—The chief place of export is Newcastle-on-Tyne, Sunderland, and all adjacent ports. Next in importance are the Welsh ports, Bristol, Cardiff, and others. Of Scotch coal ports a few have been enumerated, p. 64.

**Colours (Artists').**—Articles of superior quality are purchased in London and Paris. Cheaper grades may be had in Berlin and Munich. Dusseldorf, see p. 153.

**Colours (Paints)**—are shipped from Hull, London, Glasgow, and Edinburgh.

**Combs.**—See *Brushes*. Indiarubber combs are manufactured by several firms in London. There is a large factory at Harburg. See also Rubber Goods.



**Corks.**—Marseilles, p. 365, is the place of export, also Barcelona and Lisbon. The Franco-Spanish frontiers offer the largest supply, but the Portuguese cork wood is considered superior in quality.

**Corsets.**—There is a large export to the United States from Stuttgart; but Paris and London participate largely in the trade.

**Cotton Goods.**—In the Manchester market may be purchased every variety of cotton goods produced either in Lancashire, or elsewhere in England, the next market being Glasgow.

There is no central market on the continent of Europe, if we except Paris, where the principal manufacturers of France have depôts or agencies. Rouen, St. Quentin, and Roannes are among the chief places where cotton goods are produced.

In Alsace, cotton manufacturers are situated at Mulhouse and Colmar.

The German cotton industry lies scattered all over the country, the chief seat being in Saxony, see Chemnitz, p. 210, and Zittau, p. 240, Elberfeld, p. 179, Berlin, p. 165, Hof, Ettlingen, Reutlingen, and Kempten. But there are numerous small places, nearly all of them embracing a special description of goods.

Cotton mills in Switzerland are likewise scattered; but Zurich, Aaran, Berne, and Glarus are the Cantons where the principal factories are situated.

In Belgium the chief seat of the cotton industry is at Ghent, St. Nicholas, Roulers, and other places.

**Cotton Spinning.**—The trade, as in goods, centres in Manchester, but there are numerous cotton-spinners in Nottinghamshire, Yorkshire, Cheshire, Leicestershire, &c.

Cotton-spinners on the Continent are found in the following places: Ghent, p. 80, Alost, p. 81, Chemnitz, p. 210, Cologne, p. 145, Bonn, p. 192, Hanover, p. 159, Bayreuth, Stuttgart, Ettlingen, Reutlingen, Kempten, Wurzburg, p. 203, Mulhouse, p. 343, Rouen, p. 333, Zwolle, p. 131, Eschede, and Haarlem, p. 121.



**Cream of Tartar**—is exported from Bordeaux, see p. 382, and Marseilles, p. 365 ; also from Mayence, p. 199.

**Damasks.**—See *Linen Goods*.

**Diamonds.**—Under the head of Amsterdam, see p. 122, are found the principal firms engaged in the trade. There are many diamond merchants in London and Paris. The latter are found enumerated, p. 319.

**Dimity.**—See *Cotton Goods*.

**Distilleries.**—The Irish whiskey distilleries are mentioned on p. 3. Some of the Scotch firms are enumerated on p. 66. The Schiedam houses are found on p. 120. Nearly every other description of cordials and alcoholic drinks will be found under the various heads of the denomination. See also *Liqueurs*.

**Diving Apparatus**—are made in London by Siebe & Gorman. In France the firm of Denayrouze has some notoriety.

**Doctors.**—Steel doctors are produced at Sheffield, and at Bochum, in Westphalia ; also at Essen and Dortmund, p. 156.

**Dolls.**—See *Toys*.

**Drugs.**—Under this head are generalized a variety of produce which has been mentioned under its proper heading so far as possible, whenever it forms a speciality for exportation.

**Earthenware.**—Staffordshire is the seat of manufacture of printed ware. The neighbourhood of Burslem has the most extensive potteries. A great variety of other descriptions of earthenware, porcelain, and so-called china is manufactured everywhere, but almost exclusively for local wants. The exporting places from Germany are the following : Sonneberg, p. 260, Magdeburg, p. 161, Mayence, 198. See also *Toys*.

**Eau de Cologne.**—See p. 145.

**Eau de Vie.**—See *Brandy*.

**Ebonite.**—See *India-rubber Goods*.

**Edge Tools.**—Birmingham, p. 46, Sheffield, p. 34, Hagen, p. 183, Iserlohn, p. 184, Schmalkalden, p. 259, Langres, p. 343.

**Embroidery.**—White embroidered goods for curtains, and articles for ladies' wear, are manufactured at Nottingham, see p. 22.

It forms a speciality at St. Gall, p. 401.

In Saxony entire villages are exclusively occupied with the production of white embroidered goods. See Plauen, p. 234, also Chemnitz, p. 210, and district thereof.

This branch of industry in France centres at Tarare, p. 373, also Nancy, p. 340.

**Essences, Essential Oils**—are largely exported from Nice and Marseilles. See also *Perfumery*.

**Esparta Grass**—is exported from Spanish ports, especially Corunna. Largely used in the manufacture of paper.

**Fans.**—The emporium for goods of this character is supposed to be the French metropolis. During the last decade Vienna has successfully competed with French manufacture. Upwards of four thousand persons are engaged in the making of fans at Vienna. See p. 295.

**Files.**—The speciality for the manufacture of files centres at Sheffield, at Remscheid, p. 188, at Solingen, p. 178, and at Amboise, p. 377. At these places it forms a speciality, but files are made in almost every tool-making establishment. See also *Tools*.

**Fire-arms.**—See *Arms*.

**Fire-irons.**—See *Hardware*.

**Fishing Tackle.**—The best fish-hooks are made at Redditch, see page 51, and at Limerick, in Ireland. Every other item of fishing apparatus is manufactured there. On the

continent of Europe the fisherman's requirements are met by manufacturers at Aix-la-Chapelle, p. 140, Altena, and Nuremberg, 206.

**Flowers.**—French taste and ingenuity have enabled the Parisian manufacturers to reign supreme in this branch of industry. Still, the German manufacturers participate largely in the trade, probably owing to cheapness. See Berlin, p. 165, and Leipzig, p. 220.

Natural flowers, or their seeds, are shipped through London and Paris. There are also extensive nurseries at Nice, Mayence, Erfurt, and Berlin doing a large export trade. Ghent takes the lead in Belgium, and Haarlem in the Netherlands.

**Fruit.**—Dried fruit, exported from France, comprises almonds, chestnuts, and a great variety of other nuts, mostly shipped from Marseilles, p. 365, while French prunes and raisins are almost exclusively shipped through Bordeaux, see p. 377. Magdeburg is another shipping place, p. 161. Candied fruit is exported from Paris, Bordeaux, p. 377, Nantes, p. 372. Preserved fruit from Bar-le-Duc, p. 340, Bordeaux, Paris, and Nantes.

**Furs.**—Dressed furs for garments have a principal market at Leipzig, see p. 220. There are wholesale fur dealers in nearly every city of Europe, but the fairs at Leipzig exercise a controlling interest over the entire trade. See also *Hatters' Goods*.

**Glass.**—Crown glass, window glass, bottles, and fancy glassware is produced mainly at Birmingham. There are large glass works at Great St. Helen's, near Liverpool, and also in the neighbourhood of London and Newcastle.

In Belgium the principal glass works are situated in the neighbourhood of Charleroi, see p. 102. Window glass is produced at Lodelinsart. Namur, p. 112, and Mont St. Guibert, produce crystal and fancy glass ware. The *Verreries Réunies* have a depôt at Brussels, A. Cuttier, manager, Rue du Marché, No. 1.

For Bohemian glass see Gablonz, p. 292, and Steinchönau, p. 291.

**Gloves—Kid.**—French gloves, *i.e.* what are called Paris-made gloves, have attained a prestige over all other makes. The names of Paris manufacturers are found on page 320. Next to Paris large quantities of kid gloves are exported from Lyons, p. 360, and from Grenoble, p. 356, where upwards of 20,000 persons are employed in the trade. After them, refer to Lunéville, p. 341, St. Junien, p. 376, and Niort, p. 379.

The Franco-Prussian war has admitted other European countries into successful competition. Belgian as well as Luxemburg makes are much sought after. The tanneries in these localities have long been favourably known, and the kid is pronounced by many superior to French, yet Belgian gloves do not range so high, owing to the inferiority in sewing. The salary paid to sewing women in Belgium is considerably lower than in Paris. The names of Belgian manufacturers are found p. 84, those of Luxemburg, p. 112.

In Germany kid gloves are made in many localities, with varying success in regard to quality. A good make will be found at Aix-la-Chapelle, p. 140; Darmstadt and Hanau produce kid gloves, also Berlin, p. 174. Other manufacturers are found at the following places:—Cassel, p. 192, Halberstadt, p. 161, Altenburg, p. 224, and Sonneberg, p. 260.

In Austria several good makers are located at Prague, p. 292.

Gloves made at Naples, as well as at Turin, compete successfully as a cheap class of goods.

English gloves are made at Yeovil, Woodstock, and Worcester, see p. 25.

Cotton, worsted, and other textile gloves, are made at Leicester, Nottingham, and various other points in England.

Chemnitz, in Saxony, p. 210, is the centre of the textile glove trade in Germany. Throughout the kingdom of Saxony and the Duchies (Thuringia) the industry prevails.

Silk gloves are made at Lyons, p. 360. See also Hanau, p. 203.

**Hair.**—*Human hair.* See Paris, p. 314, Frankfort-on-the-Maine, p. 199, Leipzig, p. 218.

*Horse hair and Hair seating.* See Birmingham, p. 46, Berlin, p. 165, Basle, p. 394.

**Hammer.**—*Steam-hammer.* See Birmingham, p. 46, Essen, p. 155.

**Hardware.**—This denomination comprises a variety of articles which have been referred to under their proper heads. The following are the principal manufacturing places of hardware: Birmingham, p. 46, Sheffield, p. 34, Wolverhampton, Charleroi, p. 99, Liège, p. 92, Aix-la-Chapelle, p. 140, Hagen, p. 183, Iserlohn, p. 184, Solingen, p. 178, Nuremberg, p. 206. See also *Metal Ware*.

**Harmonium.**—See *Musical Instruments*.

**Harness** is largely manufactured at Birmingham, Berlin, Darmstadt, and Vienna.

**Harness Mountings.**—Birmingham, see p. 34, Solingen, p. 178, Remscheid, p. 193, Hagen, p. 183.

**Hatters' Goods.**—Under this head appear important items in the export lists to transatlantic places. The items comprise various articles. In the first place we have the raw material known as cony furs, rabbit and hare skins. London, Paris, Brussels, and Frankfort-on-the-Maine have the monopoly of this trade.

The plush used for silken hats is manufactured at Lyons and in Alsace, the manufacturers having dépôts at Paris. Crefeld and Berlin likewise produce hatters' plush.

Lyons also produces the thin gauze lining, as well as braids and hatbands. The latter goods are also manufactured at Barmen and Elberfeld.

**Hooks and Eyes**—are manufactured at Redditch, p. 51, also at Aix-la-Chapelle, p. 140.

**Hoops.**—Bale hoops are largely shipped to the cotton ports from Birmingham. See p. 46.



**Horn Goods.**—Birmingham furnishes a variety of articles for cutlery, knife-handles, combs, &c.

**Ink.**—Printers' Ink. See Leith, p. 95, Frankfort-on-the-Maine, 200, Mayence, 198, Leipzig, 218.

**Instruments.**—(See also various descriptions). Artificers' instruments are made at Sheffield, page 34, Solingen, p. 178, Hagen, p. 183, Paris and London.

Mathematical, medical, surgical, and scientific instruments are produced at Birmingham, p. 46, Sheffield, p. 34, Leipzig, p. 218, Frankfort-on-Maine, p. 200, Berlin, p. 165, Sonneberg, 206, Nuremberg, p. 260.

Optical instruments at Paris, Birmingham, London, Vienna, Berlin, Besançon, and Pontarlier.

Musical instruments at Gera, p. 225, Klingenthal, p. 238, Leipzig, p. 218, Markneukirchen, p. 235, Vienna, p. 295, Sonneberg, p. 206, Geneva, 412, Neufchâtel, 406, Paris, 315. Many firms have depôts in London and Paris.

**Isinglass.**—Exported from Mayence, p. 199.

**Ivory.**—Carved ivory is produced largely at Dieppe, and brought into the trade by Paris dealers in fancy goods. Other goods made of elephants', rhinoceros, and various tusks are found at Vienna, especially billiard balls and clavichords.

**Jewellery.**—Cheap jewellery is manufactured at Sheffield, see p. 34, and Birmingham, p. 46. A better class of goods, but still of light make, is produced at Pforzheim, p. 266. At Hanau there are numerous establishments rivalling with French lapidaries, see p. 202; see also Geneva, p. 412. French jewellery, if made for home trade, is of a superior standard; but for exportation the goods are not subject to Government control, and therefore no regard is paid to quality.

**Kirschwasser**—is manufactured in Switzerland and in the Black Forest.



**Knitted Goods.**—Woollen knitted goods are exported in great variety from Berlin. See p. 170.

**Lace Goods.**—The emporium for real lace is Brussels. See p. 83. All that is manufactured in Belgium finds a depôt at that city, and some of the merchants hold a stock of produce manufactured elsewhere. Bruges, p. 79, Malines, p. 85, and other places produce lace; but it must be remembered that those for hand-made lace are not what may be termed factories, the lace being produced mostly at home. At Grammont, p. 105, black lace is manufactured almost exclusively.

In France lace is produced at the following places: Alençon, Caen, p. 311, Calais, p. 311, Chantilly, p. 136. But nearly all these places have their depôts in Paris.

In Germany lace goods are produced in Saxony and Silesia. See Plauen, p. 234, Schneeberg, p. 232, Eibenstock, p. 231.

Irish lace can be purchased at Limerick and Dublin, p. 3. Nottingham is the central mart in England for machine-made lace and all species of white goods. Many manufacturing firms have establishments in London. Several Paris and Brussels firms are likewise represented in London, among them Duden & Co., 7, Argyle St., Regent St.

**Leather Goods.**—Fancy articles, albums, portmonnaies, &c., are manufactured at Berlin, Offenbach, p. 201; Vienna, p. 300; Paris, p. 321.

**Leonic Ware.**—See Birmingham, p. 34; Nuremberg, p. 208.

**Linen Goods.**—Belfast and the vicinity thereof produce the finer goods, p. 7; Barnsley and other places in Yorkshire produce domestic goods and table linen; while Scotland, chiefly Dundee, produces heavy goods, pp. 64 and 70. In Germany the lead is taken by Bielefeld, p. 157. But there is likewise an extensive linen industry throughout Silesia and Saxony.

In Belgium the flax industry has reached the height of perfection. Linen goods are manufactured chiefly in the neighbourhood of Courtrai, p. 106.

**Liqueurs.**—A variety of cordials and alcoholic drinks are known under specific denominations, which appear in alphabetical order as under:—

Absinthe, see pp. 409 and 345.

Anisette has its origin at Bordeaux, p. 377.

Chartreuse, p. 355.

Cherry brandy at Copenhagen, but is also exported, of good quality, from Mayence, p. 198.

Curaçao is principally produced at Amsterdam, p. 122.

Geneva, or Hollands. See *Schiedam*, p. 119.

Goldwasser originates from Dantzic, p. 286.

Kirschwasser is produced in the Black Forest and in Switzerland.

Kümmel, also known as Alash, has its origin in Russia, but the trade is mostly supplied from Berlin, p. 165.

Maraschino is manufactured at Zara, the capital of Dalmatia

Whiskey. See Dublin, p. 4, and Leith, p. 68.

The foregoing comprise the places where the genuine article is obtainable; but, of course, similar productions can be had from many of the large distilleries throughout Europe. The imitations are often of very poor quality; but in many cases a very superior article, imitating the original, is obtained. Holland and Belgium have a large share in the export trade, also Hamburg. There are large and numerous distilleries in the Rhenish provinces.

In the north of France many distilleries carry on a large business, and the manufacturers at Limoges, Angoulême, and Bordeaux largely supply the trade with every variety of cordials, syrups, &c.

**Matches.**—The common lucifer matches are made by machines of a very ingenious character. There are a few very extensive factories in England, likewise in Sweden and Finland. Nuremberg, see p. 206, is prominent among the German factories, but Vienna, p. 299, produces an infinite variety of pipe and cigar-lights, as well as wax tapers. Of the latter extensive factories are found at Marseilles, p. 365, also in Belgium and Germany (Berlin), p. 165.

**Meerschaum.**—The raw material is found in Spain and Asia Minor, and has a market mostly at Vienna, where it is cut and carved into pipes. See p. 298.

Paris likewise produces real and imitation meerschaum articles, p. 321. Carbonate of magnesia is employed in various parts of Germany, notably at Bielefeld, p. 156, and at Ruhla, p. 257. See also *Pipes*.

**Metal Ware.**—Tin-foil, leaf-gold, bronze, copper, nickel, and pewter goods, are mostly manufactured at Birmingham, see p. 34.

The district of Hagen, p. 183, competes in the same branches; also Nuremberg, p. 206.

**Muslin.**—Nottingham, see p. 22, Glasgow, p. 73, Belfast, p. 7, St. Quentin, Tarare, p. 373, Mulhouse, 343.

**Oils.**—Italian oils are shipped from Lucca, Genoa, Naples, and Bari.

French olive oil is shipped principally from Marseilles and Bordeaux.

Linseed oil is produced at Hull and other ports in the north of England.

Rape oil is mainly produced in Belgium and the north of France.

**Paper.**—The principal paper-mills of England are near London, along the banks of the Thames. The coarser kinds are produced in the north of England.

In France, Angoulême takes the lead in this branch of industry, p. 379.

The Belgian paper-makers are in the proximity of Namur and Liège.

In the Rhenish provinces the paper factories are situated at and near Düren, p. 144. There are also numerous factories in Saxony.

The Austrian paper-mills are described on p. 293.

**Pencils.**—Lead Pencils. The Cumberland produce has a great reputation, the pencil being manufactured from the raw material found at Borrowdale, near Derwentwater. But the factories at and near Nuremberg take the lead in the trade. The largest is the establishment of A. W. Faber, at Stein, p. 208. Several of the larger establishments have depôts in London and Paris.

Hair pencils, see Nuremberg, p. 206. See also *Brushes*.

**Perfumery.**—The Paris manufacturers are enumerated p. 322; Vienna and Berlin are important in this branch.

**Pipes.**—Porcelain, wooden, and other pipes are manufactured in the Thuringian forest. See Ruhla, p. 257.

Dutch clay pipes are manufactured at Gouda, p. 129. See also *Meerschaum*.

**Porcelain, Pottery.**—At the head of the list of porcelain factories stands the government establishment at *Sèvres*. The two rival establishments are the Royal Factory at Berlin, and at Meissen (Dresden).

In England the Worcester and Staffordshire potteries manufacture at the same time common earthenware, porcelain, Wedgwood china, Parian, and the most costly and artistic goods that can be imagined.

In France, Limoges wares take a high rank. See p. 376. But much of the porcelain produced in the provinces is brought to Paris for the purpose of being decorated, p. 322.

The old Delft ware has almost entirely disappeared, p. 120; but there are still a few porcelain factories in Belgium. See Namur, p. 112.

In Germany there are porcelain factories near Berlin and Dresden, also at Munich and Stuttgart. There are numerous porcelain and china factories in the Thuringian forests. See Sonneberg, p. 262, also near Magdeburg, p. 162.

**Ribbons.**—Silk Ribbons are principally manufactured at St. Etienne, see p. 370, at Basle, p. 394, and at Coventry.

Elberfeld and Barmen, p. 180, take the lead in ribbons manufactured for domestic wear, cotton, half silk, and other materials; also braids, tape, and hatbands; while the district of Crefeld, p. 150, produces velvet and silk ribbons.

**Rolling Mills.**—Birmingham, see p. 46, Sheffield, and Leeds have the largest number of rolling mills. In Belgium they are situated in the district of Charleroi, 99, and at and near Liège, p. 92.

The north of France and the district of St. Etienne take the lead in France.

In Germany there are numerous establishments in the Rhenish provinces, in Silesia and Saxony.

**Rolling Stock.**—In various parts of Great Britain are extensive works for the construction of rolling stock. The majority of railway companies, however, have their own establishments.

In Belgium there are establishments at Liège, Ottignies, and other places.

Paris boasts of several large works, and in Germany, Berlin, Hanover, and Hamburg are foremost in the construction of railway waggons, passenger and freight cars.

**Sardines.**—Bordeaux, see p. 382, Nantes, p. 377, La Rochelle, p. 380, and Marseilles, p. 365. Sprats are often substituted for sardines.

**Sausages,** German, are exported from Brunswick, see p. 160, also from Gotha, p. 256.

**Shawls.**—The depôts of Cachemir or camels' hair shawls are in London and Paris, p. 319.

Paisley shawls have a great reputation, p. 68. In France the manufacturers of Nismes and Lyons are competing in every style of shawls. The Paris depôts are found, p. 319. Germany exports mostly through Berlin, p. 169, Chemnitz and Elberfeld.



**Silk Goods.**—Saving a few isolated establishments, the silk industry centres at given localities. In France Lyons takes the lead. See p. 360.

In Switzerland, the Canton Zurich has the monopoly, see p. 398.

In Germany it centres at Crefeld and the immediate neighbourhood, p. 150, Bielefeld, p. 156.

Silk velvets, ribbons, hosiery, &c., see under their respective heads.

**Slate and Slate Pencils.**—Nuremberg, p. 206, Sonneberg, p. 260.

**Steel.**—See Birmingham, p. 34, Sheffield, p. 46, Charleroi, p. 99, Liège, p. 92, Duisburg, p. 156, Bochum, p. 181, Hagen, p. 183, Remscheid, p. 188, Lyons, p. 360, and Lille, p. 336.

**Straw Goods.**—Italian straw goods are exported through Leghorn and Florence. In Switzerland, straw plaiting and straw hats are manufactured at Bulle. See p. 414.

**Sumach.**—The island of Sicily produces this article; it is also exported from other Mediterranean ports.

**Swords.**—After the Toledo blades the supply of swords is provided for by Sheffield and Birmingham, Liège, Solingen, Iserlohn, Lüdenscheid, Chatellerault, and St. Etienne.

**Tacks.**—See *Nail Manufacturers*.

**Talc.**—(*Silicate of Magnesia*) is exported largely from Marseilles. See p. 365.

**Tanners.**—The greatest reputation is enjoyed by Belgian tanners, and next to them are the establishments in the Rhenish provinces and Westphalia. In England there are large tanning establishments at Leicester and Manchester. In Paris tanning operations are largely carried on at the southern side of the city. The number of tanneries is estimated to approach 800.



**Thread.**—Cotton and linen threads are produced at Manchester and Leeds and in the vicinity of both cities, as well as at Glasgow and Paisley. On the Continent Lille takes the lead. Both lace and sewing threads are manufactured in Belgium.

The German manufacturers are located in Saxony, Bavaria, and Baden.

**Tobacco Pipes.**—See *Pipes*.

**Tortoise Shell.**—Is worked up into fancy articles at Birmingham and at Paris.

**Toys.**—Nuremburg produces nearly every conceivable species of toys, made of a variety of materials. See p. 206.

In the Thuringian forest common wood toys, china toys, and dolls are produced, the chief markets being Coburg, Gotha, and Sonneberg, p. 260.

Toys made of tin and lead are made at Cassel, p. 186. Hanover, p. 159, and Berlin, p. 165.

Tyrol produces large quantities of common wood toys.

Steel and other metal toys are produced at Birmingham.

Mechanical toys, more or less of a costly nature, are made in the Jura mountains. See Neufchâtel, p. 406.

Paris offers principally high-priced dolls and toys of a scientific nature.

**Turkey Red.**—Yarns and cloths are dyed at Barmen, see p. 180, at various places in Switzerland, and at Glasgow, p. 66; also at Hof, p. 235, and Zwolle, p. 131.

**Type Founders.**—The Scotch firms are enumerated on p. 58.

**Ultramarine.**—See Nuremberg, p. 206, and Brunswick, p. 160.

**Upholstery.**—Textile goods applied to house furniture are of a variegated nature, and have for the greater part been enumerated under different heads, *e.g.* silk brocades, woollen damasks, and horsehair cloth.

**Vegetables**, preserved in tins.—Nantes, see p. 372, also Bordeaux and Paris. In Germany they are exported from Brunswick, see p. 160, and Lübeck. In London the largest exporting firm is Crosse & Blackwell.

**Velvets**.—The principal manufactories of silk velvets are at Lyons, see p. 360. Next in importance ranks Crefeld, p. 150. For cotton velvets, see Manchester and Amiens, p. 321.

**Watches**.—In the Jura mountains, both on the French and Swiss side, almost the entire population is occupied in watch and clock-making; in the manufacture of the component parts of clocks and watches, or in the production of tools for making them. The central mart is Neufchâtel, see p. 406, and for the higher class of manufacture, Geneva, p. 412. On the French side of the Jura mountains the trade centres at Besançon. The highest priced watches are made in London and Liverpool. The cheapest, machine-made, in Birmingham and the United States. The Waltham Company has a dépôt in London, for the sale of cheap goods.

**Web**.—Elastic web. Leicester, p. 20, Nottingham, p. 22. Web for surgical purposes is manufactured at Birmingham, p. 46.

**Wedgwood Ware**.—See *Pottery and Porcelain*.

**Whips**.—Are manufactured at Birmingham, Berlin, Vienna, and Paris. Large establishments are found at all these cities.

**Whiskey**.—The Irish distilleries are enumerated under the head of Dublin, see p. 5.

**Wickerwork and Willows**.—Fancy baskets form a branch of industry on the French coast, near Boulogne and Havre. From Germany large quantities are likewise exported through Berlin and Nuremberg. See Lichtenfels, p. 263.

Willows are exported chiefly through Havre and Dieppe.

**Wine.**—Bordeaux wines, see p. 382. Burgundy, see from p. 346 to 354. Champagne wines, see Rheims and district, p. 337. For Rhenish wines see Cologne, p. 145, and route to Mayence, p. 192.

**Wood Carving.**—The Swiss goods, chiefly made in and about the Bernese Alps, have a great reputation. See pp. 415 and 416. The Tyrolese goods are likewise much esteemed; the chief mart is in the Salzburg district. Ischl, Halstadt, and Mollen do the principal trade.

In the Bohemian mountains upwards of 4,000 families are occupied with wood-carving and turning. The bulk of the produce consists of toys, and the market is more or less under control of the dealers in Saxony.

In the Thuringian forests and the district known as the Voigtland, the population is employed with turning and carving; the market for these goods is Sonneberg. See also *Toys*.

**Woodwork.**—Fancy woodwork, work-boxes, writing cases, and other useful or ornamental articles, are produced at Birmingham, see p. 46. Spa, p. 138, and other watering-places, have specialities of woodwork. Switzerland, see Interlaken, p. 416, Berne, p. 415, Sonneberg, p. 260, Tyrol, and Nuremberg, p. 206.

**Worsted Goods.**—Under this denomination are comprised bombazines, camlets, crapes, druggets, flannels, merinoes, serge, stuffs, vestings, and other kinds. For the majority of them refer to the respective heads, or to woollen goods.

**Worsted Yarns.**—Are produced in Yorkshire and Lancashire, and in Scotland.

There are numerous worsted-spinners in Belgium, in the Rhenish provinces, in Saxony, and at Berlin.

In France the worsted-mills are found at Rouen, Lisieux, Elbœuf, and Lille.

**Woollen Goods.**—Bradford, p. 29, Leeds, p. 27, Huddersfield, 39; other Yorkshire mills at Keighley, Halifax, &c. will be found under the foregoing heads. Aix-la-Chapelle, p. 140, Lennep, p. 188, Düren, p. 144, Berlin, p. 169, Brandenburg, p. 163, Burg, p. 162, Finsterwalde, p. 249, Luckenwalde,

p. 218, Cottbus, p. 250, Goerlitz, p. 242, Brünn, p. 293, Reichenberg, p. 295, Vienna, p. 298, Elbœuf, Lisieux, Rouen, Roubaix.

**Zinc.**—A wealthy company, styled the “*Vieille Montagne*,” having its seat at Chenée, near Liège, monopolizes the zinc trade. There are extensive smelting works near Liège, at Mannheim, and in Silesia. The company has agencies in Paris and London. In England there are smelting works at Birmingham, Bristol, and Sheffield.

**Zinc White.**—Is manufactured likewise by the above-mentioned company. The article is rapidly replacing white lead.

Numerous mercantile establishments of Continental Europe are represented in London, either by branch houses or through agencies. The names and addresses of representatives, so far as notice reaches us, will be enumerated in a separate list in all future editions.

It is likewise intended to record hereafter continental firms frequenting the fairs at Leipzig for the transaction of business.



## HOTELS.

**F**OR greater convenience a complete list of European Hotels is given in the following pages. They are alphabetically arranged for each country, without any distinction or classification.

### AUSTRIA.

- |                                                                     |                                                                                 |                                                                                                                               |
|---------------------------------------------------------------------|---------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------|
| AGRAM.<br>Kaiser Oestreich.<br>Schwarzer Adler.                     | FRANZENSBAD.<br>Post.<br>Kaiser Oesterreich.                                    | PESTH— <i>continued</i> .<br>Erzherzog Stephan.<br>Tisa.<br>Stadt Paris.<br>Europe.<br>König von Ungarn.<br>Queen of England. |
| AUSSEE.<br>Traube.<br>Sonne.<br>Post.<br>Johannesteig.              | GASTEIN.<br>Straubinger.<br>Moser.                                              | PRAGUE.<br>Golden Engel.<br>Englischer Hof.<br>Etoile Bleue.<br>Schwarzes Ross.<br>Stadt Wien.                                |
| BADEN.<br>Grüner Baum.<br>Casino.<br>Schwan.<br>Stadt Wien.         | GRATZ.<br>Elephant.<br>Goldness Ross.<br>Erzherzog Joham.<br>Graudenz.          | SALZBURG.<br>Europe.<br>Erzherzog Karl.<br>Hirsch.<br>Nelboeck.<br>Mohr.<br>Traube.                                           |
| BOZEN.<br>Victoria.<br>Kaiser Krone.                                | ISCHL.<br>Bauer.<br>Post.<br>Stern.<br>Kaiserin Elizabeth.<br>Kreutz.<br>Krone. | TRIESTE.<br>Orme.<br>Daniel.<br>France.                                                                                       |
| EGER.<br>Kaiser Wilhelm.<br>Zwei Erzherzogen.                       | LAIBACH.<br>Lion d'Or.<br>Stadt Wien.                                           |                                                                                                                               |
| FELDKIRCH.<br>Krone.<br>Engel Gabriel.<br>Löwe.<br>Feldkircher Hof. | PESTH.<br>National.<br>Hungaria.                                                |                                                                                                                               |



TRIESTE—*continued.*

Aquila Nera.  
Pellegrino.  
Nazionale.

## VIENNA.

Grand.  
Imperial.  
Britannia.

VIENNA—*continued.*

Munsch's.  
Metropole.  
Archduke Karl.  
Kaiserin Elizabeth.  
Wilder Mann.  
Ungarische Krone.  
Stadt London.

VIENNA—*continued.*

Wandl's.  
Tauber.  
König von Ungarn.  
Oesterreicher Hof.  
Römischer Kaiser.  
Goldnes Lamm.  
Weisses Ross.

## BELGIUM.

## ANTWERP.

St. Antonie.  
Grand Laboureur.  
Europe.

## BRUGES.

Commerce.  
Flandre.

## BRUSSELS.

Bellevue.  
Mengelle.  
France.  
Suède.  
Flandre.  
Europe.  
Saxe.  
Univers.

## CHAUD FONTAINE.

Des Bains.

## CHARLEROI.

Pays Bas.  
Grand Monarque.

## COURTRAI.

Commerce.  
Bellevue.

## DINANT.

Tête d'Or.  
Postes.

## GHENT.

Royal.  
Postes.  
Commerce.  
Duc de Wellington.

## LIEGE.

Suède.  
Angleterre.  
Europe.  
Univers.

## LOCKEREN.

Quatre Sceaux.  
Postes.

## LOUVAIN.

Suède.  
Cour de Mons.

## MONS.

Couronne.  
Royal.  
Aigle Noir.  
Singe.

## NAMUR.

Belle Vue.  
Harscamp.

## OSTEND.

Fontaine.  
France.  
Commerce.  
Prusse.  
Bains.  
Allemagne.

## SPA.

Orange.  
York.  
Flandres.  
Pays Bas.

## TORLEMONT.

Quatre Saisons.  
Flandres.

## VERVIERS.

Chemin de Fer.  
Pays Bas.  
Pommelette.



## HOLLAND.

AMSTERDAM.	HAARLEM.	MAESTRICHT.
Old Bible.	Lion d'Or.	Casque.
Amstel Hotel.	Krone.	Levrier.
Stadt Elberfeld.	Armes d'Amster-	ROTTERDAM.
Central.	dam.	New Bath.
Doelen.	Leeuweryk.	Pays Bas.
BREDA.	HAGUE (THE).	Europe.
Flandre.	Belle Vue.	Victoria.
Gouden Leeuw.	Paulez.	UTRECHT.
FLUSHING.	Europe.	Pays Bas.
Duc de Wellington.	Vieux Doelen.	Belle Vue.
Commerce.	Bellevue.	ZEVENAAR.
GOUDA.	LEYDEN.	Armes de Zaandam.
Doelen.	Lion d'Or.	Armes d'Amster-
Saumon.	Soleil d'Or.	dam.
Harthuis.	Rynland.	
	Belle Vue.	
	Verhaaf.	

## FRANCE.

ABBEVILLE.	AMBOISE (Loire).	ARCACHON.
Tête de Boeuf.	Faisan.	Grand.
St. Jacques.	Lion d'Or.	Empereurs de
France.	AMIENS.	France.
Commerce.	France.	ARRAS.
AGEN.	Univers.	Griffon.
France.	ANGERS.	Commerce.
St. Jean.	Cheval Blanc.	Europe.
AIX.	Le Roy.	AURAY.
Louvre.	D'Anjou.	Du Pavillon d'en
Des Princes.	ANGOUËME.	Haut.
AIX-LES-BAINS.	France.	AUCH.
Europe.	Postes.	De France.
Univers.	ANNECY.	AUTUN.
Empéreur.	De Genève.	La Poste.
Poste.	Angleterre.	De la Cloche.
ALENÇON.	ARLES.	AUXERRE.
Grand Cerf.	Du Forum.	Leopard.
Normandie.	Du Nord.	La Fontaine.
La Poste.		

- AVIGNON.**  
 L'Europe.  
 Louvre.  
 Luxembourg.
- AVRANCHES.**  
 Bretagne.  
 Angleterre.  
 France.
- BIARRITZ.**  
 Angleterre.  
 Europe.  
 Commerce.  
 France.  
 Londres.
- BAGNIÈRES DE BIGORRE.**  
 Londres.  
 France.  
 De Frascati.  
 Providence.  
 Grand Soleil.
- BAGNIÈRES DE LUCHON.**  
 Grand du Parc.  
 De France.  
 Des Bains.  
 D'Angleterre.
- BARÈGES.**  
 France.  
 Paris.
- BAR LE DUC.**  
 Du Cigne.  
 Grand Cerf.  
 Lion d'Or.
- BAVENO.**  
 Belle Vue.  
 Zanoli.  
 Beau Rivage.
- BAYEUX.**  
 Du Luxembourg.  
 Le Grand.  
 Lion d'Or.
- BESANÇON.**  
 Paris.  
 Nord.
- BAYONNE.**  
 Commerce.  
 St. Etienne.  
 Bains.  
 Midi.  
 Providence.
- BEAUNE.**  
 Beauquis.  
 France.  
 Arbre d'Or.  
 Du Chevreuil.
- BEAUVAIS.**  
 Du Cigne.  
 D'Angleterre.
- BEL ALP.**  
 Bel Alp.
- BELFORT.**  
 Postes.  
 Tonneau d'Or.
- BLOIS.**  
 D'Angleterre.  
 De Blois.  
 Château Tête.
- BREST.**  
 Des Voyageurs.  
 La Marque.  
 Grand Monarque.  
 Provence.  
 Tour d'Argent  
 Nantes.
- BORDEAUX.**  
 France.  
 Nantes.  
 Nord.  
 Marine.  
 Paris.  
 Richelieu.  
 Sept Soeurs.  
 Princes.  
 Ambassadeurs.
- CAEN.**  
 Angleterre.  
 Humby's.  
 Espagne.  
 Place Royale.  
 St. Pierre.  
 St. Barbe.
- CALAIS.**  
 Dessein.  
 Meurice.
- CAMBRAI.**  
 De l'Europe.
- CANNES.**  
 Beau Site.  
 Pavillon.  
 Gray et d'Albion.  
 Square Brougham.  
 Des Princes.  
 Britannique.  
 Splendide.  
 Grand.  
 Europe.  
 Paix.  
 Angleterre.
- CARCASSONE.**  
 Bonnet.  
 St. Jean Baptiste.  
 Bernard.
- CHAMBERY.**  
 France.  
 Grand de la Poste.  
 Des Princes.  
 Paix.
- COGNAC.**  
 Orleans.  
 France.
- CHANTILLY.**  
 Cerf.  
 Cigne.
- CHARTRES.**  
 Grand Monarque.  
 Duc de Chartres.
- CHATEAUDUN.**  
 Grand Monarque.  
 Place Imperiale.
- CHERBOURG.**  
 Bains.  
 L'Univers.  
 L'Aigle.  
 L'Amirauté.
- CHATELLERAULT.**  
 Esperance.  
 Tête Noir.

- COMPIEGNE.**  
 La Cloche.  
 France.  
 Soleil d'Or.
- COUTANCES.**  
 France.  
 Angleterre.
- DIEPPE.**  
 Royal.  
 Des Bains.  
 De la Plage.
- DIJON.**  
 Jura.  
 Bourgogne.  
 Cloche.
- DOLE.**  
 Genève.
- DOUAI.**  
 Flandre.  
 Commerce.
- DUNKIRK.**  
 Chapeau Rouge.  
 Sauvage.
- EAUX BONNES.**  
 France.  
 Princes.  
 L'Europe.  
 Richelieu.
- EAUX CHAUDES.**  
 France.  
 Londres.
- ELBEUF.**  
 Bœuf d'Or.
- EPERNAY.**  
 Europe.  
 Syrène.
- ETAMPES.**  
 Grands Courriers.
- FECAMP.**  
 Bains.  
 Nord.
- FONTAINEBLEAU.**  
 Londres.  
 France.
- GRENOBLE.**  
 Monnet.  
 Trois Dauphins.  
 Europe.
- HAVRE.**  
 Frascati.  
 France.  
 Europe.  
 Louvre.
- HONFLEUR.**  
 Cheval Blanc.  
 De la Paix.
- HYÈRES.**  
 Hesperides.  
 Des Ambassadeurs.  
 Iles d'Or.  
 D'Orient.  
 De l'Europe.  
 Alpes Maritimes.
- LANGRES.**  
 Europe.  
 Paris.
- LAON.**  
 Ecu.  
 Bannière.
- LA ROCHELLE.**  
 France.  
 Croix d'Or.
- LAVAL.**  
 Paris.  
 France.  
 Tête Noir.  
 Royal.
- LIBOURNE.**  
 France.  
 Princes.
- LILLE.**  
 Europe.  
 Paris.  
 Nouveau Monde.  
 Flandres.
- LIMOGES.**  
 Boule d'Or.  
 Périgord.  
 Richelieu.  
 Aigle d'Argent.
- LISIEUX.**  
 France.  
 Espagne.
- LYONS.**  
 Lyons.  
 Collet.  
 Bayard.  
 Europe.  
 Univers.  
 Parc.
- MACON.**  
 Champs Elysées.  
 Europe.  
 Etrangers.
- MARSEILLES.**  
 Louvre.  
 Noailles.  
 Empéreur.  
 Univers.  
 Ambassadeurs.  
 Marseilles.
- MONTAUBAN.**  
 Europe.  
 France.  
 Grand Soleil.
- MONTPELLIER.**  
 Midi.  
 France.
- MOULINS SUR ALLIER.**  
 Paris.  
 Lion d'Or.
- MOUTIERS.**  
 Commerce.  
 Couronne.
- NANCY.**  
 France.  
 Commerce.  
 Angleterre.  
 Europe.
- NANTES.**  
 France.  
 Nantes.  
 Colonies.  
 Commerce.

NISMES.	PARIS— <i>continued.</i>	ST. OMER.
Luxembourg.	Suisse.	Porte d'Or.
France.	Lafitte.	Angleterre.
NICE.	Buckingham.	ST. QUENTIN.
Nice.	Violet.	Cigne
Anglais.	Bergère.	Angleterre.
Windsor.	Baviere.	Boule d'Or.
Etrangers.	Russie.	SEDAN.
Chauvain.	Castille.	Europe.
Paix.	Alba.	Croix d'Or.
Alpes.	PERIGUEUX.	SENS.
Princes.	Messagéries.	Cathedrale.
ORLEANS.	France.	Ecu.
Orleans.	PIERREFONDS LES	Paris.
Boule d'Or.	BAINS.	TOUL.
Loiret.	Bains.	De Metz.
PARIS.	Pierrefonds.	De l'Europe.
Louvre.	Etrangers.	TOULON.
Du Palais Royal.	Ruines.	Marine.
Pavillon Rohan.	PLOMBIERES.	Croix de Malte.
Wagram.	Ours.	Paris.
Meurice.	Bains.	Croix d'Or.
St. James.	Tête d'Or.	TOULOUSE.
Londres.	St. Etienne.	Souvelle.
Castiglione.	Europe.	Empereurs.
Liverpool.	POITIERS.	Paris.
Castille.	Des Palais.	Midi.
Vouillemont.	De France.	Chaubaud.
Bristol.	Trois Piliers.	Dupin.
Rhin.	RENNES.	TRONES.
Mirabeau.	Grand.	Grands Mulets.
Westminster.	France.	VICHY.
Hollande.	Julien.	Ambassadeurs.
Orient.	Commerce.	Princes.
Amirauté.	ROUEN.	Parc.
Rastadt.	Albion.	Suède.
Deux Mondes.	Angleterre.	Richelieu.
Splendide.	Alger.	Louvre.
Grand Hotel.	Empereurs.	Rhone.
Capucines.	France.	Centre.
Parlement.	Nord.	Bonnet.
Athenée.	Midi.	Paix.
Canterbury.	ST. JEAN DE LUZE.	
Bedford.	Etienne.	
St. Petersburg.	Europe.	
Grande Bretagne.	France.	
Helder.		

## GERMANY.

- AHRWEILER.**  
Krone.  
Stern.
- AIX-IA-CHAPELLE.**  
Grand Monarque.  
Kaiser Bad.  
Hoyer.  
Jügel.  
Nuellens.  
Nord.  
Elephant.  
Adler.
- ALTENBURG.**  
Russie.  
Saxe.
- ASCHAFFENBURG.**  
Freihof.  
Eisenbahn.
- AUGSBURG.**  
Drei Mohren.  
Grüner Hof.  
Weisses Lamm.  
Württemberg.
- BADEN-BADEN.**  
Victoria.  
Darmstadt.  
Angleterre.  
Russie.  
Europe.  
Ville de Bade.  
Zähringer Hof.  
Stadt Petersburg.  
Hirsch.  
Royal.
- BAIREUTH.**  
Anker.  
Krone.
- BAMBERG.**  
Drei Kronen.  
Bamberg Hof.
- BARMEN.**  
Vogler.  
Schützenhof.
- BERLIN.**  
Royal.  
Rome.  
Des Princes.  
Meinhardt.  
Thiergarten.  
Arnim.  
Europe.  
France.  
Russie.  
Nord.  
Angleterre.  
Petersburg.
- BIEBERICH.**  
Du Rhin.  
De l'Europe.
- BINGEN.**  
Victoria.  
Cheval Blanc.
- BONN.**  
Goldener Stern.  
Rheineck.  
Royal.
- BOPPARD.**  
Rheinisch Hof.
- BRANDENBURG.**  
Schwarzer Adler.  
Brandenburg.
- BREMEN.**  
Hillman.  
Caspar.  
Du Nord.  
Siedenburg.  
Alberti.  
Schaper.  
Lindenhof.  
Frankfort.  
Europe.
- BREMERHAFEN.**  
Beermann.  
Lloyd's.
- BRESLAU.**  
Weisser Adler.  
Goldene Gans.  
Nord.  
Löwe.
- BRÜCKENAU (BAD.)**  
Sinnthalshof.  
Curhaus.
- BRUNSWICK.**  
Prusse.  
Deutsches Haus.  
Blauen Engel.
- CARLSRUHE.**  
Grosse.  
Erbprinzen.  
Roths Haus.  
Gold. Adler.
- CASSEL.**  
König v. Preussen.  
Ritter.  
Schirmer.  
Royal.  
Nord.
- CASSEL.**  
Wilhelmshöhe.  
Garni.  
Schombardt.
- CHEMNITZ.**  
Römischer Kaiser.  
Stadt Berlin.  
Engel.
- COBLENTZ.**  
Géant.  
Bellevue.  
Trèves.  
Anker.
- COLOGNE.**  
Disch.  
Europe.  
St. Paul.  
Nord.  
Holland.  
Dôme.  
Ernst.

COLOGNE— <i>continued.</i>	EISENACH.	FRIEDRICHSHAFEN.
Victoria.	Rautenkranz.	Bellevue.
Russie.	Goldner Löwe.	Constanz.
Bellevue.	Anker.	Allemanne.
	Grossherzog.	Post.
CREFELD.	ELBERFELD.	FULDA.
Adler.	Victoria.	Kurfürst.
Wilder Mann.	Post.	Post.
Anker.	Weidenhof.	
CREUZNACH.	ELBING.	FÜRTH.
Pfälzer Hof.	Royal.	Kronprinz v. Preussen.
Du Nord.	Berlin.	Eisenbahn.
DANTZIG.	EMDEN.	GEISENHEIM.
Angleterre.	Post.	Bellevue.
Thorn.	Holland.	Stadt Frankfort.
Walter.	EMMERICH.	GIESSEN.
DARMSTADT.	Holland.	Kuhne.
Darmstädter Hof.	Eisenbahn.	Einhorn.
Traube.	EMS.	GLOGAU.
DETMOLD.	Four Seasons.	Deutsches Haus.
Lippischer Hof.	Russie.	
Stadt Frankfort.	Darmstadt.	GMÜNDEN.
DESSAU.	Angleterre.	Bellevue.
König.	ERFURT.	Hirsch.
Hirsch.	Römischer Kaiser.	Sonne.
Goldener Beutel.	Kronprinz.	
DRESDEN.	Eisenbahn.	GODESBERG.
Saxe.	FRANKFORT O/MAINE.	Bellevue.
Kronprinz.	Russie.	Billinger.
Victoria.	Angleterre.	GOSLAR.
Goldner Engel.	Paris.	Kaiserwerth.
Stadt Prag.	Roman Emperor.	
Bellevue.	Schwaan.	GOTHA.
France.	Union.	Deutsches Haus.
Rome.	Landsberg.	Wünsch.
Stadt Wien.	Nord.	Stadt Coburg.
Union.	FRANKFORT O/ODER.	GÖTTINGEN.
DUISBURG.	Kaiser v. Russland.	Krone.
Angleterre.	Deutsches Haus.	Stadt London.
DÜREN.	Adler.	HALBERSTADT.
Mommer.	FREIBURG (BADEN).	Prinz Eugen.
Post.	Victoria.	König v. Preussen.
Eisenbahn.	Pension Lang.	
DÜSSELDORF.	FREIBURG (SAXONY).	HALLE.
Europe.	Buchwald.	Stadt Hamburg.
König v. Preussen.	Schwarzes Ross.	Stadt Zürich.
Breidenbach.		Eisenbahn.
Deutsches Haus.		



- HAMBURG.  
Europe.  
Petersburg.  
Bargstädt.  
Russie.  
Victoria.  
Streit.  
Waterloo.  
Kronprinz.
- HAMM.  
Prinz v. Preussen.
- HANAU.  
Adler.  
Carlsberg.
- HANOVER.  
Russie.  
Union.  
British Hotel.  
Royal.  
Harburg.  
Löhrs.
- HEILBRONN.  
Falke.  
Hildesheim.  
Wiener Hof.  
Rheimscher Hof.
- HERFORD.  
Stadt Berlin.  
Preussischer Hof.
- HOF.  
Wiesses Lamm.  
Goldener Löwe.  
Goldener Hirsch.
- HOMBURG (Es-Monts)  
Victoria.  
Russie.  
Rhin.  
Angleterre.  
Hessischer Hof.  
Quatre Saisons.  
Goldener Adler.
- INGOLSTADT.  
Münchner Hof.  
Goldener Adler.
- INNSBRUCK.  
Sonne.  
Europe.  
Adler.
- ISERLOHN.  
Quincke.
- JENA.  
Schwarzer Bär.
- KAISERSLAUTERN.  
Eisenbahn.  
Bellevue.
- KAISERSWERTH.  
Pfälzer Hof.
- KEHL.  
Post.  
Weisses Lamm.
- KIEL.  
Germania.  
Marsily.  
Stadt Copenhagen.
- KISSINGEN.  
Kurhaus.  
Sanner.  
Angleterre.
- KÖNIGSBERG.  
Nord.  
Victoria.  
Deutsches Haus.  
Berliner Hof.
- KÖNIGSWINTER.  
Europe.  
Berlin.
- LANDECK.  
Post.  
Eisenbahn.
- LEIPZIG.  
Bavière.  
Rome.  
Sedan.  
Prusse.  
Pologne.  
Russie.
- LICHTENFELS.  
Krone.  
Goldner Anker.
- LÜBECK.  
Stadt Hamburg.  
Drei Thürme.
- LÜNEBURG.  
Wellenkamp.  
Stadt Hamburg.
- MAGDEBURG.  
Erzherzog Stephan.  
Schwaan.  
London.  
Stadt Prag.
- MANNHEIM.  
Deutscher Hof.  
Du Palatinat.
- MARBURG.  
Pfeiffer.  
Ritter.
- MAYENCE.  
Rhin.  
Angleterre.  
Holland.
- MEMEL.  
British.  
Victoria.
- METZ.  
Europe.  
Metz.
- MUNICH.  
Four Seasons.  
Bavière.  
National.  
Bellevue.  
Angleterre.  
Rhin.
- NASSAU.  
Naussauer Hof.
- NAUHEIM.  
Europe.  
Bellevue.  
Goldner Engel.
- NEUWIED.  
Hotel Craemer.  
Goldner Anker.
- NORDHAUSEN.  
Romischer Kaiser.  
Deutsches Haus.  
Berliner Hof.

- |                                                        |                                                                                           |                                                                                        |
|--------------------------------------------------------|-------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------|
| NURNBERG.<br>Roths Ross.<br>Bavière.<br>Goldner Adler. | ROSTOCK.<br>Nord.<br>Russie.                                                              | STARGARD.<br>Prinz v. Preussen.                                                        |
| OBERWINTER.<br>Lahneck.                                | RÜDESHEIM.<br>Rheinstein.<br>Bellevue.<br>Darmstädter Hof.                                | STETTIN.<br>Nord.<br>Deutsches Haus.<br>König v. Preussen.                             |
| OFFENBACH.<br>Krone.<br>Russie.                        | RUHRORT.<br>Stadt Cleve.                                                                  | STRALSUND.<br>Löwe.<br>Nord.                                                           |
| OFFENBURG.<br>Adler.<br>Eisenbahn.                     | SCHMALKALDEN.<br>Krone.                                                                   | SWINEMÜNDE.<br>Drei Kronen.<br>Kronprinz.                                              |
| PADERBORN.<br>Eisenbahn.<br>Sonne.                     | ST. GOAR.<br>Schneider.<br>Rheinfels.                                                     | THARANDT.<br>Deutsches Haus.                                                           |
| POSEN.<br>Europe.<br>Dresden.<br>Rome.                 | ST. GOARSHAUSEN.<br>Adler.                                                                | THORN.<br>Sans-Souci.                                                                  |
| POTSDAM.<br>Deutsches Haus.<br>Einsiedler.             | SCHANDAU.<br>Forsthaus.<br>Stellwagen.                                                    | TREVES.<br>Maison Rouge.                                                               |
| PUTBUS.<br>Bellevue.<br>Nord.                          | SCHLANGENBAD.<br>Hessischer Hof.<br>Nassauer Hof.                                         | ULM.<br>De Russie.<br>Kronprinz.<br>Hirsch.<br>Lamm.                                   |
| PYRMONT.<br>Stadt Bremen.<br>Krone.                    | SCHLESWIG.<br>Stadt Hamburg.<br>Stehn.                                                    | WEIMAR.<br>Russischer Hof.<br>Erbprinzen.<br>Elephant.                                 |
| QUEDLINBURG.<br>Weissen Hahn.<br>Baer.                 | SCHWALBACH.<br>Tivoli.<br>Privat Hotel.<br>Herzog von Nassau.<br>Russischer Hof.<br>Post. | WEISSENBURG.<br>Engel.                                                                 |
| RATISBON.<br>Drei Helmen.                              | SPEYER A RHEIN.<br>Wittelsbacher Hof.                                                     | WESEL.<br>Dornbusch.                                                                   |
| RATZBURG.<br>Stadt Hamburg.<br>Raths Keller.           | STRASSBURG.<br>Ville de Paris.<br>Ville de Vienne.<br>Roths Haus.                         | WIESBADEN:<br>Victoria.<br>Quatre Saisons.<br>Rose.<br>Rhine.<br>Angleterre.<br>Adler. |
| REMAGEN.<br>Fürstenaug.<br>Caraciola.                  | STUTTGART.<br>Marquardt.<br>Adler.                                                        | WILDBAD.<br>Bellevue.<br>Poste.<br>Russie.                                             |
| ROLANDSECK.<br>Decker.<br>Ritter.                      |                                                                                           | WILHELMSBAD.<br>Badhaus.<br>Ducal Palace.                                              |

WITTENBERG. Krone. Sonne.	WORMS. Hartmann. Alter Kaiser.	ZITTAU. Blauer Engel. Stern.
WOLFENBÜTTEL. Goldner Löwe. Goldner Engel.	WURZBURG. Russie. Kronprinz.	ZWICKAU. Grüne Tanne. Weille.

## SWITZERLAND.

AARAN. Wilder Mann. Ochs. Cigogne.	BIENNE. Victoria. Jura. Croix Blanche.	GLARUS. Glaner Hof. Raben. Eidgenossen.
ALTORF. Adler. Krone. Baer.	CHAUMONT. Chaumont.	GRINDELWALD. Glacier. Aigle d'Or. Ours.
ARONA. Albergo d'Italia. Albergo Royal.	CHAUX DE FONDS. Fleur de Lys.	HERZOGENBUCHSEE. Einhorn.
CLARENS. Pension du Lac.	COIRE. Luckmanier. Steinbock.	INTERLAKEN. Jungfrau. Victoria. Alpes. Belvedere.
BASLE. Trois Rois. Kraft. Michel. Goldener Kopf. Euler. Schweizerhof. Schrieder. Storch. Wilder Mann.	EVIAN. Nord. France. Alpes. Bains.	LUCERNE. National. Schweizerhof. Beau Rivage. Lucerne. Angleterre. Balance.
BELLAGIO. Bellagio.	FRIBOURG. Fribourg. Zaehringen.	OUCHY. Beau Rivage. Angleterre.
BERNE. Bellevue. Falken. Bernerhof. Schweizerhof. Victoria.	GENEVA. Beau Rivage. Russie. Bergues. National. Metropole. Ecu. Paix. Couronne.	RIGI OR RIGHI. Rigi Kulm. Rigi Staffel.
BEX. Balance. Commerce. Bains.	GRERSAU. Müller.	SOLEURE. Couronne. Tour Rouge.

ST. GALL.	SCHWYTZ.	ZERMATT.
St. Galler Hof.	Roessli.	Monte Rosa.
Hecht.	Pension Lutz.	Mont Cervin.
ST. MAURICE.	WINTERTHUR.	ZUG.
Du Lac.	Krone.	Hirsch.
SAXON (Baths of)	Sonne.	Ochs.
Bains.		
SCHAFFHAUSEN.	YVERDUN.	ZURICH.
Chateau de Lauffen.	Londres.	Baur.
Couronne.	Croix Federale.	Bellevue.
Bellevue.		Baur au Lac.
Schweizerhof.		





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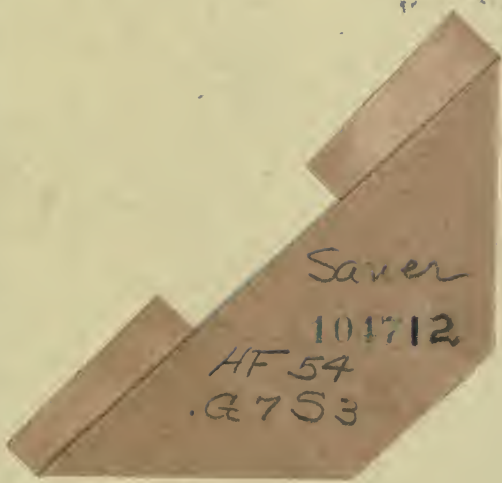
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