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NORTH GERMAN LLOYD BULLETIN

Vol. XIX NEW YORK AND BREMEN, JANUARY, 1905. No. 1

PLYMOUTH, ENGLAND.

An Attractive Port of Entry for American Travelers to England—Port of North German Lloyd Steamers.

As Plymouth is the English haven from which the Mayflower set sail in 1620, on its memorable voyage to New England, it has always had a claim upon the United States. Its advantage as a landing place and the attractiveness of the surrounding country, rapidly becoming the most important recreation ground in England, are bringing to it

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A General View of Zurich, Switzerland.

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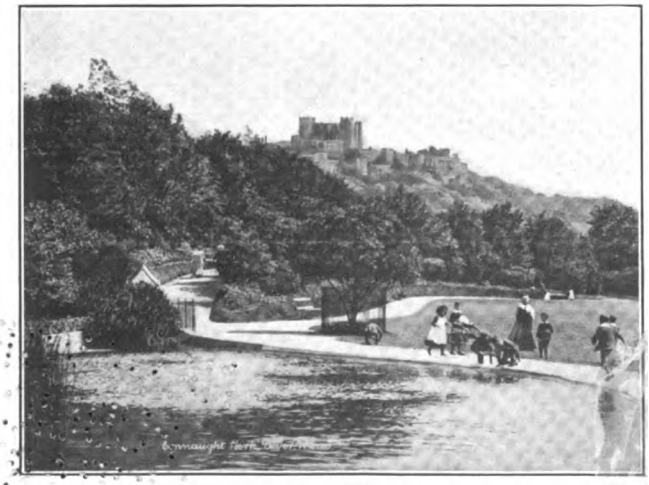
a degree of prominence in American thought scarcely second to that which Southampton has attained.

That the trend of English fashion these past few years has been toward the two southwest counties is generally known. The diversified beauty of the long stretch of seacoast from Southampton to Land's End and back to Bristol and the rugged interior filled with sightly "tors," picturesque gullies and delightful reminiscences of the Arthurian legends, Lorna Doone and Conan Doyle, has proved a greater and greater attraction to well-to-do Britishers and to the members of the American colony in London.

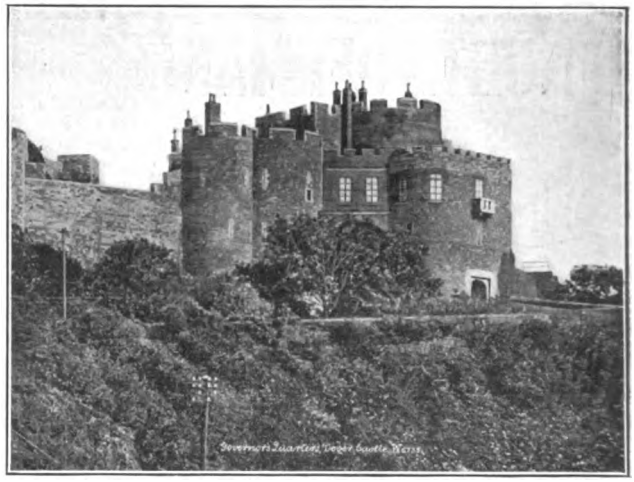
As a rule the fashion of summering, both in England and in America, is first set by artists. Just as the landscape painters first discovered Newport, Bar Harbor and the Berkshires, to be followed later by the wealthy and fashionable families of New York, Boston and Chicago, so the district of Devonshire is at present passing through a stage of popularity with the artists, and with the class of people whom art most easily influences. Covely, for instance, a picturesque little place on the north shore of Evon, has of late become distinctly a fad of both British and American painters, and along either coast, whether about Exeter of Plymouth to the south, or Ilfracrombe, Bude, or Tintagel on the north, you will always see white umbrellas. The whole region is full of the subjects, which the early English artists affected. Here Sir Joshua Reynolds was born and worked during portions of his life, and here the greatest of all London landscapists, Turner, painted many pictures, among them the famous "Devonport," which has lately been acquired by the Fogg Museum at Harvard University.

The natural gateway for Americans to the Devonshire country-side is Plymouth. As an introduction to England it is like beginning one's meal with dessert; but perhaps there is an advantage in seeing the best first.

The similarity of Old Plymouth to the Massachusetts town which bears its name, and to which so many thousands of American tourists go every year will perhaps be one of the



In Beautiful Connaught Park, Dover, England.

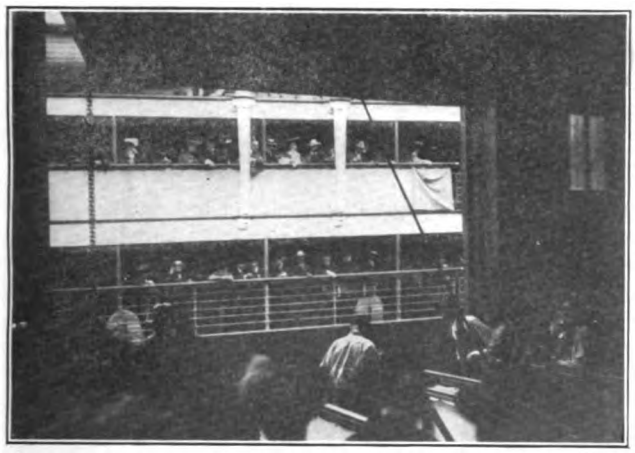


Dover Castle, in Connaught Park, Dover, England.

entertaining features to many travelers who approach it from the sea. To be sure the American Plymouth, a little village of 10,000 people, is quite outclassed by this large center, which numbers in the neighborhood of a quarter of a million people, but there are certain striking resemblances. Just as the vessel in making the harbor of the American Plymouth first passes a great lighthouse and then comes within a natural breakwater into a closed harbor, so the Norddeutscher Lloyd steamship goes past the Eddystone Light, to glide into smooth water behind the artificial stone breakwater, which has made this harbor one of the safest in the world. The great promenade alone The Hoe, Plymouth's park situated on a plateau overlooking the sea, somehow suggests the boulevard extending southward from the American Plymouth; and over and beyond are forested heights not unlike those of Manomet. The country beyond is less well wooded than that of eastern Massachusetts, and the hills are higher; but still there is a general resemblance.

The American tourist is apt to be surprised, if he has not followed the industrial development of towns in southern England, to discover that this community, composed of the three adjoining cities of Plymouth, Stonehouse and Devonport has an aggregate population of more than 200,000 supported mainly by shipping and small manufacturing. He discovers a modern city with fine free public library and several other libraries that are connected with literary and scientific institutions; a municipal museum and flourishing art and technical schools. There are too, plenty of theaters and music halls, one of which, the Theater Royal, holds a prominent position among the great theaters of the world. During the entire season the city is full of visitors coming and going, departing on coaching trips to Dartmoor or on sea and river excursion up and down the Devon and Cornish coasts and up the many rivers which run into the English channel. There is abundant bathing close to the town, and the open air concerts are among the best in England. Those who had thought of Brighton as the only great English water-

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Cabin Passengers Waiting for the Gang Plank to be Lowered.

ing place find the magnitude of Plymouth rather staggering.

That the American tourist learns a great deal of ancient history in Plymouth goes without saying. He discovers that, although the town is one of the oldest places along the coast, being known as late as the reign of Henry II as "a mere thing as an habitation for fishers," its favored situation caused it to be built up rapidly during the years when the English naval and merchant marines were first being developed to great proportions. Situated where the Plym and four other rivers come together, it has an admirable harbor, and it early became an object of frequent attacks from the French, who although generally repulsed, met with occasional success and caused Henry II to fortify the entire coast. In Queen Elizabeth's reign we read in connection with Plymouth of such doughty Britons as Sir Humphrey Gilbert, Sir Francis Drake, Sir Walter Raleigh, Sir Thomas Cavendish, Sir John Hawkins, Sir Martin Frobisher, and Lord Howard, together with countless other heroes of the sea. Among the noteworthy events in which Plymouth has taken part probably the most famous was the gathering of her sailor sons on the famous Hoe on that glorious July afternoon in 1588, when the invincible Armada hove in sight.

Eight years later there was another assembling of 150 ships at Plymouth, which sailed hence after the successful attack on Cadiz, led by the Earl of Essex. Again in 1620 the Pilgrim fathers, after a long stay in Plymouth, during which they gave up one of their ships, the Speedwell, set sail in the Mayflower to find in the new world the homes they had lost in the old, and to become the founders of the greatest republic witnessed by the 20th century. Hence, too, Cook and Vancouver started forth on their ocean voyages; and to Plymouth in 1815 came the Bellerophon, bearing on board Napoleon Bonaparte, defeated and captured. In general Plymouth has been but very little connected with military affairs, save at the time of the great Civil War, when it was held and retained by the Parliament, although it suffered some long and very severe sieges from the Royalists.

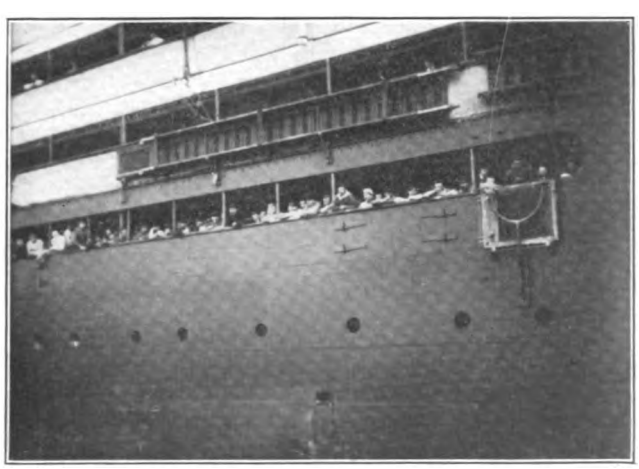
Plymouth at present occupies a very important position from a commercial point of view and has a large coastwise and Mediterranean trade. The value of its harbor is dependent upon its celebrated breakwater, a giant work which, suggested by the great Earl of St. Vincent, was begun in 1812, and completed in about thirty years. The huge stone pier, extending to a length of 5,100 feet and estimated to contain nearly 7,000,000 tons of stone, cost about $10,000,000. Some fourteen miles out to sea rises the new Eddystone Lighthouse to a height of 133 feet. It was constructed of 2,171 blocks of granite under the direction of Sir J. N. Douglas. Its lantern exhibits a flashing light visible seventeen and a half miles a fixed light on the lower level marking the Long Deeps. During the foggy weather a bell is sounded twice at intervals of one-half a minute. Since the completion of the light and breakwater Plymouth has always been counted one of the safest harbors on the globe—a fact that will give satisfaction to the thousands of American travelers who are destined to land at its quays.

SEA CLAIMS FEWER LIVES.

Last Year the Best in Twenty-five for Marines and Passengers.

An official return shows that fewer lives were lost at sea in 1903 than in any year during the last twenty-five. The number of lives lost was 624, of which 599 were sailors and 25 passengers. The annual average for the last twenty-five years is 1,613 lives. Other figures show that there were 5,765 accidents sufficiently serious to be recorded.

Of the 350 vessels which were total losses 70 foundered, 188 stranded, 56 were sunk in collision and 18 disappeared. Of the lost 2 had been sailing safely for sixty years, 5 for more than forty years and 21 for over twenty years. There were 5,660 lives saved along the British coasts. Of this number the rocket apparatus saved 235, lifeboats rescued 489, the coast guards picked up 205, passing ships saved 578, and 1,100 reached safety in the boats of their own ships.—New York Sun.



Firemen and Coal Passers at the Rail "Cooling off" after a Record Run.

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Holland is the Land of Canals.

FISH FASTER THAN AN EXPRESS TRAIN.

Greyhound Steamships Would Be Only So Many Lobsters if Pitted Against Some of Them.

"There are fish in the New York Aquarium," said an old attendant, "that can swim faster by far than the swiftest ocean greyhound. The Kaiser Wilhelm II., for instance, would be only a lobster in a race with the amber fish, from Bermuda, or the crevalle. The speed of fish is simply wonderful, and it shows how far inferior is human ingenuity to nature.

"When moving their bodies are simply a dark streak in the ocean, and it is safe to say that the Empire State Express would prove a loosing rival with certain specimens of the sea less than six inches long. Some small fish can approximate seventy-five miles an hour.

"Mark Twain once wrote an amusing story about a hunting dog and a coyote. The dog, feeling a certain superiority over this wild thing of the desert, thought he could catch the prairie wolf in a chase. First the alluring coyote allowed the dog to almost touch his tail, then advance thirty feet ahead, and looked over his shoulder; finally, when the wolf and the dog were miles from camp, there was a crack in the atmosphere, and immediately the dog was miles behind.

"But fish have the advantage over prairie wolves, for they have no obstruction ahead to dodge, but have simply to divide the water in front.

"Fast swimming fish have cylindrical bodies, the greatest width being forward, so that they can draw and not shove their bodies through the water; a sharp nose opens the water in front, while behind there is no back pressure, their tails slipping through the brine with perfect ease.

"Bluefish are built somewhat this way, and can maintain a speed of possibly fifty miles an hour. Schools of bluefish are very much slower, for they interfere with each other, there being lazy fish the same as lazy people. It is a remarkable thing, however, that fish do not jostle each other, as human beings do coming out of a subway exit.

"The fastest fish known are the spanish mackerel. The shad and all the herring family, too, are fast; they have to be to escape being eaten by other fish for food. It is doubtful whether a shark or porpoise could catch a single one of these fast fish, but by driving rapidly in a school some fish are unable to escape, and are killed.

"How small fish dodge large ones can be seen at the Aquarium almost any day; small minnows when attacked flee to the surface, and by zigzag leaps into the air elude pursuit.

"Old North sea fishermen still tell remarkable tales about the speed of whales.

"There have been various ways suggested to calculate the speed of fish. It is said that the swimming power of a brook trout minnow, which can leap eight or ten feet over a water fall can be computed by estimating the resistance of the water.

"Others argue, however that the highest jumper is not always the fastest runner. It would be difficult to compute the speed of fish as ornithologists do the flight of birds.

"The surest way, if it were possible, would be to send divers down to train fish to race. Until, however, some novel way of computing their exact speed is advanced the limit of the speed of the fastest fish will remain a mystery."

DISCONCERTED BY COMMERCE.

An irascible old colonel, who used to play golf at Sandwich, which is on the river Stour, had a habit, common with many, of blaming everybody but himself for his bad strokes. Finally one day, becoming badly bunkered, he first took mighty vengeance on the turf with his club; then, glaring around in expectation of the usually friendly comments, and nobody saying anything, he blurted out: "How the devil can you expect a man to play decent golf on these cursed links with ships passing up and down the channel?"



A Holiday Crowd in Antwerp, Belgium.

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Traveling by Diligence in Switzerland.

NEW BERLIN BEER GARDEN.

Building Designed by Chicago Architect Will Seat 20,000 Persons

Berlin, the mightiest beer-drinking community on earth, now boasts of the biggest and greatest beer garden in the world, says the St. Louis Globe-Democrat. At Halensee, one of the many pretty suburbs surrounding the kaiser's capital, there has been erected a wonderful series of terraced structures seating 20,000 persons. The architect, a young German-American named A. F. M. Lange, who practised his profession at Chicago, has succeeded in evolving a unique scheme for combining, with splendid effects, the natural beauties of scenery at Halensee with an entirely novel construction scheme.

The "Terraces," as this huge resort is known, consist of a great L-shaped building with three floors and a balcony, each having a total length of 750 feet. The architecture, which reminds the American observer at first glance of some great world's fair ensemble, is of the old Assyrian style of Ninevah. The striking features are two gigantic towers at either extreme, reaching to a height of 150 feet. The towers, resting on stone foundations, with massive columns, are of opalescent glass, and lighted from within. Glass obelisks, also lending themselves to brilliant lighting effects at night, rise from the first terrace, while from one end, beneath the tower, flows a tremendous artificial waterfall, from a height of 100 feet. Graceful, broad stone steps lead from the base of the towers, which rest on the top terrace, to the open water and lawn below, while the entire grounds at night are aglow with electricity from multicolored lamps. The scene reminds one of nothing so much as an electrical display at a great world's exposition, the effect being much enhanced by two splendid military bands and the exhilaration contributed by a throng numbering thousands.

Each of the terraces is fringed with rows of costly plants and flowers, and in the brilliant sun they look like a huge conservatory abloom. The uppermost balcony is surmounted with antique statuary.

The "Terraces" stand on the shore of Lake Halensee, a beautiful body of clear water, surrounded by some of the handsomest forest and shrubbery in Germany. One of the unique arrangements of the "Terraces' " culinary department, enabling the management to serve guests promptly, is the ingenious system of coffee distribution. Germans not only crave for lager, but for coffee, as everybody knows, and at the "Terraces" coffee is made on the roof and circulated all over the tremendous establishment through porcelain pipes, so that waiters may turn on faucets at dozens of points and draw the beverage promptly.

Although Berlin boasts of dozens of gardens—people there live in the garden from June to October—the "Terraces" have done an enormous business during the few months they have been open, and already rank as one of the show-sights of this growing metropolis. As an architectural triumph and downright constructive novelty they are certainly without an equal anywhere in the world.

PROVIDING CUSPIDORS.

It happened in one of the Scotch congregations of Western Ontario that the men had the habit of using this smokeless tobacco, which in certain quarters and with certain people is likely to be a joy forever. Accordingly, at the annual meeting it was suggested that the congregation should be furnished with cuspidors. Now this is a comparatively new word, and not found in the vocabulary of the average Highlander. So one of the older members of the meeting, believing that the name designated a new and necessary office in the church like the "managers," "deacons" or "elders," arose and said:

"Maister Chairman, A wull move that Dougal Cameron an' Laughlan McTavish be te cuspidors of the congregation."
—Toronto Globe.



A Pair of Native Swiss Mountain Climbers.

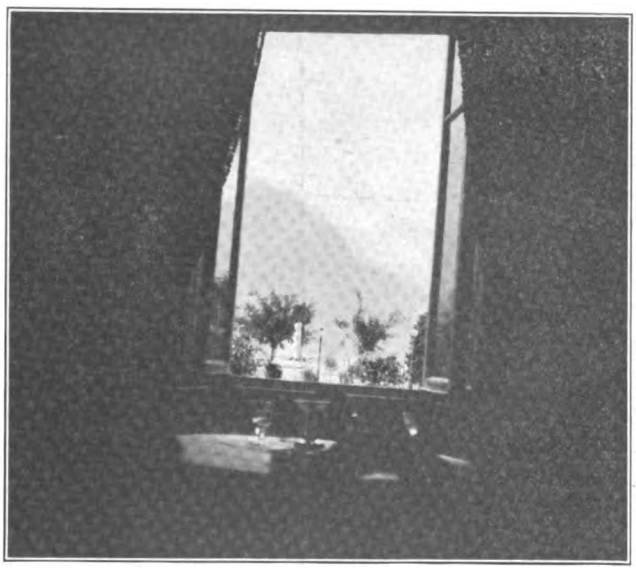
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TATTERSALL'S, THE GREAT HORSE MART.

Many to whom the name of the greatest horse market in the world is known have never read the interesting history connected with the founding and continuation of the business. The name belongs to a good old Lancashire family who have have an innate love for horses, and better than this are always loyal to country and king. Their ancient homestead, dating back to the time of Elizabeth, was near the home of the poet Spenser, and the surrounding country is described with great minuteness in "The Faerie Queen." In 1745 young Richard Tattersall had a friend who went out for the Pretender, and Richard was so deeply compromised that it was considered necessary for him to go into hiding for a time. Naturally he went to London, and after the storm had subsided looked about for a means of earning his livelihood. He had inherited a fortune of $50,000, but most of it had been squandered on costly horses and dogs. In later years he gave a dinner to all his old creditors, and each found at his place a check for the sum due him, with interest.

The Duke of Kensington appointed the young man master of the horse, and while holding his office equine matters fell into his hands, so that in time it became a matter of course that when a great racing stud was to be sold he was the one to manage it. Young Tattersall, seeing his opportunity, made the start from which the business has developed. The Jockey Club made Tattersall's its headquarters, and in time the place became the centre of the hunting and racing world.

Some famous sales have been made at Tattersall's. When George IV., then Prince of Wales, sent his stud to the hammer, eighty-seven horses of all classes were sold for him by Tattersall, and the sum realized was 2,500 guineas. He afterward stood high in favor with the Prince, and royal parties often came over from Newmarket to drink his wine. It is more than one hundred and thirty years since a Tattersall founded the establishment. The present owner, Tattersall 4th, has been actively engaged in the business since 1850. His eldest son is also a partner, and bids fair to carry on the traditions of the house with honor and success.—New York Herald.



A Passing Glimpse of Swiss Mountains from a Car Window.

THE FORBIDDEN CITY.

L'Hassa is a dirty town, according to the Englishmen who have seen it. "Black pools of water," writes a correspondent, "had flooded the wide, uneven space into which we emerged, and even the Chinese quarter to the right of us was dirtier than Chinese sections generally are. The main drain of the town runs fetidly between black mud banks, and in the open square before the Chinese amban's residence herds of black pigs rooted in rubbish heaps, which were more than usually repulsive in composition. To the left the houses of a few ragyabas, or professional scavengers, were betrayed by the famous horn walls, which no visitor to L'Hassa has failed to notice. Perhaps the sight of these walls reminded one of that other duty of the ragyabas—the cutting up and distribution to animals of the corpses of the dead. The cemetery is only a few steps away, and the reputed food of L'Hassa pigs became in a flash a disgustingly probable reflection."—Chicago News.

SAFETY ON A VESSEL.

It is said that the safest place in the world is the deck of a ship. The boast is not unjustifiable. Out of the enormous passenger service to and from the British Isles only fifty-seven persons lost their lives through the wreck of a British vessel last year. This is not the lowest figure on record. Two years before the number was only thirteen, and in 1893 it was forty-four.—London Tit-Bits.

MOTOR-OMNIBUSES FOR LONDON.

An experimental run of a petrol motor omnibus of 20-horse-power, weighing four tons, and capable of carrying eighteen passengers outside and sixteen inside was made in London yesterday, says the London Times. The route taken was from the head offices of the proprietors, Messrs. Tilling (Limited), in Peckham, to Oxford circus, via Camberwell and Westminster Bridge; thence by way of Regent street and Pall Mall east to the Hotel Cecil, and afterward by the way of Blackfriars Bridge homewards. There is a great deal for which the manufacturers of the car, Messrs, Milnes-Daimler, are to be congratulated. In the first place there is none of the jolting and there is very little of the vibration which the appearance of heavy motor-driven vehicles has, not unreasonably, impressed on the public mind as essential to their locomotion. In the second, a type of car which one of our great railways has found of considerable utility in several rural districts is now proved to be of practical value in congested thoroughfares. On the road from Peckham the new cars repeatedly passed electric trams, whose way was blocked by horse-drawn traffic.

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FOREIGN NOTES OF INTEREST.

A public subscription has been started in Holland toward repairing the ruined cottage at Zaandam in which the Tsar Peter the Great lived while he was working as a navvy in the docks.

The census of British South Africa, including Cape Colony, the Transvaal, Natal, Rhodesia, Orangia, Basutoland, and Buchuanaland, gives the white population at 1,135,016 and the colored at 5,198,175.

The most frequented lake in Europe is the lake of Lucerne; last year twenty steamboats plied on it and carried 1,529,000 passengers and more than one thousand tons of baggage and freight.

China has a tree which produces oil, and two American firms now in China are exporting the oil. The business has proved so successful that about 1,000 trees have been transplanted from China to California and are now growing well.

Not all the sacred fires of India have been extinguished. The most ancient still existing was consecrated twelve centuries ago, in commemoration of the voyage made by the Parsees when they emigrated from Persia to India. This fire is fed five times every two hours with sandalwood and other fragrant materials combined with very dry fuel.

Sir Richard Sankel estimates that Ireland's bogs contain the equivalent of 5,000,000,000 tons of coal, and he advocates creating power for varied industries by converting the fuel into electricity on the spot.

The Australian government has adopted a nickel-in-the-slot machine which is quite novel. When a stamp cannot be bought conveniently, a person can drop a letter, along with a penny, in a box, and the legend, "One penny paid," will be stamped on the envelope.

The Agricultural Bank of Sofia has decided to buy 5,000 iron ploughs, 200 grain-sorting machines and 500 harrows, to be distributed among its patrons to increase the revenues of the farmers.

In 1893 Japan's foreign trade was about $93,000,000; in 1903, $303,500,000. The bank deposits of Tokio in 1895 amounted to less than $18,500,000; in 1903 they had risen to $66,500,000; those of Osaka amounted to $5,000,000 in 1893, and to $38,500,000 in 1903.

The government of Holland has taken steps to establish in Rome a Dutch historic institute, which will serve as a center for scholars searching the Italian archives for fresh light on Dutch history. Enough money has been voted to keep the enterprise going for five years.

One of the effects of the present war between Russia and Japan is an increase in the price of camphor. This increase threatens to be so considerable as to actually stop certain industries, such as the making of celluloid, which depends on the supply of camphor.

The bluebeard's cupboard, discovered in the fort at Gyantse, Tibet, containing scores of human heads, some of them recently cut off, suggests the query whether some such horrible secret as this connected with the religious rites of Lamaism may not be at the bottom of the care with which Lhassa is secluded from the world. Nearly 200 tons of provisions were found stored in the Gyantse fort, and many curios. All of these not connected with religious ceremonies are being sent back to the Indian museums.

Some of the Japanese tradesmen in the smaller towns of Nippon have a curious way of advertising their business. On their right forearms they tattoo figures—the shoemaker a shoe, the wood cutter an ax, the butcher a cleaver. Under neath these emblems are such inscriptions as, "I do my work modestly and cheaply," or "I am as good at my trade as most of my fellows."

When they are hunting work they bare their arms and walk about the streets.

Stonehenge, in England, with its ancient and mysterious circles of huge stones, has recently been the scene of some very interesting scientific investigations, and some of its mystery is believed to have been cleared away. Certain excavations around the bases of the stones led the scientists to the belief that the Stonehenge was erected by men of the neolithic or, at least, the early bronze age. The place is believed to have been laid out on astronomical and scientific lines, and from certain angles its date is indicated, somewhat as dates are believed by many to be hidden in angles of the great pyramids. Sir Norman Lockyer concludes that with a possible error of 200 years either way the date signified by Stonehenge was 1680 B. C.—Exchange.

The sacred scarabei, little Egyptian charms, are manufactured by a Connecticut firm. They are carved and chipped by machinery, colored in bulk made to simulate age, and shipped in casks to the Moslem dealers at Cairo. The Arabian guides are the chief buyers, many of them being adepts at "salting" the sands at the base of the pyramids, or about the sacred temples, where they artfully discover these scarabei before the very eyes of the Yankee tourist, and sell him for an American dollar an article manufactured at a cost of less than a cent perhaps within a stone's throw of his own home.

For a risky and exciting and profitable—if you survive—mode of earning a livelihood, a new Australian industry would be hard to beat. It is the collection of snake venom, a substance that, like radium, is valued by the grain. A pound of it is said to be worth $25,000. The reptiles must be caught uninjured, and it goes without saying that the industry demands considerable knowledge and skill in capture. Tiger snakes are the best, for they carry the most venom.—Exchange.

The Olympic Games, which were first begun in Greece in 776 B. C., are to be repeated in Rome in 1908; and already in this country an influential committee has been formed for the entertainment of the international committee, which is to meet at the Mansion House, London, early in July. These games, open to all the world, were revived at Athens in April, 1896, on the seventy-sixth anniversary of Greek Independence, attracting a considerable number of competitors from most European countries, including England.

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THE JOKER'S PAGE.

TOO COSTLY TO GIVE AWAY.

Among the first-class passengers on a home-bound transatlantic steamship was a young woman whose extreme economy had not permitted any lavish expenditures during the foreign tour. It was, consequently, with commendable pride that she referred repeatedly to the material for two silk dresses, purchased at a bargain, which she was bringing home to her mother and sister. Even the suggestion of one sympathetic listener that she would probably have to pay duty produced merely a temporary restraint in the complacency with which she viewed her proposed generosity.

At last, when the steamship approached New York and the custom house officer received the somewhat plain young woman at the cabin table, her fellow passengers were curious.

Being asked the usual questons about dutiable property, she replied stoutly and defiantly that she had the material for two silk dresses.

"Are they for yourself?" the inspector demanded.

"No," she declared, "they are not. I am bringing them home for presents."

"Then, since they're not for your own use, I shall be compelled to charge you duty," and he announced the required amount.

Later she was heard to say, in a vindictive manner, "That has made those dresses cost me so much that I simply can't afford to give them away now. I'm just going to keep them for myself."—Youth's Companion.

WHY THE GOLFER MARRIED.

Miss Charlotte Dodd, the champion woman golfer of England, was talking at the Philadelphia Country Club about golf in Scotland.

"Golf in Scotland is almost a disease," she said. "I heard not long ago of an elderly bachelor in Edinburgh who had played golf from his boyhood up. He had never courted a girl because, he said, golf hadn't allowed him the time.

"Hence, everybody was surprised one day to hear that the crusty old gentleman was to be married. A caddie—the caddies are men in Scotland—went to him, wrung him by the hand and said sentimentally:

" 'Man, I'm glad yer goin' to wed. I think ye must love her dearly. I know your life will be all bliss and sweetness now, and I envy ye the golden days o' romance in store.'

" 'Pooh, pooh, Robert,' said the other. 'It's nothing of that sort. Macmann, the champion took a wife last year and it improved his game. I am just taking one in the hope that it will improve mine.' "

Whenever you have to stop to think whether a thing is right or wrong, you may be pretty sure it is wrong.

THE WAITER'S REWARD.—The head waiter at a big hotel was purple with rage. "The mean skinflint," he cried, "the swindling Yankee!"

"What's the matter!" asked the manager.

"Matter!" answered the waiter; "why, that long, lanky American chap that was here last month. Before he went away he took me to one side and said he'd run short of ready-money, but as soon as he got up to London he'd send me a piece of paper that would make me smile."

"Well?" said the manager.

"It's come," said the infuriated napkin wielder.

"That's all right," said the other. "Is it a fiver?"

"No," came the reply. "It's a picture post-card of the hippopotamus at the Zoo, and he's written on it, 'Thy bright smile haunts me still.' "—Tit-Bits.

KNOT TIED.—*Sailor*—"What are you looking for sir?"

Amateur—"I am looking for the men who are tying the knots. I just heard the captain say they were making forty knots an hour."—Chicago News.

ON THE CONTRARY.—*First passenger* (promenading on the deck of a liner in midocean, to second passenger, leaning disconsolately against the rail)—"Have you dined?" *Second passenger* (dejectedly)—"On the contrary."—Harper's Weekly.

RACE TIPS ALL WRONG.—"Don't you think the tipping business is all wrong? *Jill*—Well, if you refer to the tips a fellow gets on the races, I think they always are.

NOT IN HIS DAY.—Napoleon was crossing the Alps. "This is a rough road," he reflected, "but then I guess there isn't much danger of any automobiles coming along and scaring the cavalry."

CAUGHT IN THE ACT.—A short time ago a traveller entered a restaurant in Dublin to partake of lunch. He took a seat at a table, and opposite him sat two young Irishmen. In the center of the table stood a nicely arranged glass of celery, and at the end of his meal he helped himself freely to it, when he noticed one of the youths opposite looking at him suspiciously, and overheard him whisper to his mate, "Look, Moike, he's afther eating the flowers."—London Tit-Bits.

DISGUISED BY DIRT.—Susan B. Anthony, on her return from Europe, talked in an engaging way about the things she had seen over there. Of a certain slum she said: "The children in this slum are dirty, very dirty. I hardly know how I make clear to you the superlative degree of dirtiness that marks them. I was told, for one thing, that a mother, in this slum, often goes out on the street and washes half a dozen children's faces before she is able to find her own child.

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NORTH GERMAN LLOYD BULLETIN

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VOL. XIX. JANUARY, 1905 No. 1.

THE DOCKS AT BREMERHAVEN.

A dry dock, wherein ships may undergo the necessary repairs and receive the thorough overhauling necessary after long voyages constitutes one of the most important features of every large harbor. They are of two kinds, floating docks for raising ships out of the water, and ordinary graving docks which are pumped dry by powerful pumps, leaving the vessel supported on blocks and held in position by shores. There are a number of dry docks at Bremerhaven, among them being the new Imperial Dock, the largest dry dock in Germany. These docks comprise:—four dry docks of G. Seebeck Co.'s yard, measuring respectively in length 64 m, 110 m, 112 m, and 72 m, two of them being provided with divisions, so that they can receive two ships at a time; a Norddeutscher Lloyd dock, also with two divisions of 112 m and 137m; and the aforesaid new Kaiser dock, 225 m long, 25 m wide, with a lifting power of 20,000 tons register. The latter was let by the State of Bremen to the Norddeutscher Lloyd, so that its management is now in the hands of that Company. The dock, however, is available for vessels other than those belonging to the Norddeutscher Lloyd. For the handling of heavy machinery there are three electric cranes along side the dock, two of 50 tons and one of 150 tons or 3,000 cwt. lifting power. The giant crane is 36 m high, and has an arm of 15 m. By means of the centrifugal pumps, the dock can be emptied in two hours, about 75,000 cubic metres of water being raised within that time. Electric light is used throughout the works of the entire docking system.

FOR TRAVELERS TO THE ORIENT.

The number of travelers visiting Egypt, the East Indies, the Indian Islands, or Eastern Asia, either for pleasure's or for recuperation's sake, increases every year. The North German Lloyd, whose Imperial Mail steamers ply in these waters, has always endeavored to improve the service in regard to advantageous connections, speed and, especially, the comfortable furnishing of the steamers.

In the Imperial Mail service, too, some important improvements have been introduced and are sure to be highly appreciated by tourists intending to visit the East Indies. The North German Lloyd henceforth issues tickets to Bombay, which entitle the passengers to travel by an Imperial Mail steamer to Port Said and thence proceed by a steamer of the Austrian Lloyd to Bombay. By buying one of the new through tickets, the tourist is able to travel as long as possible in a German Mail steamer, and the passage will not cost him any more than if he traveled all the way by a steamer of a foreign company.

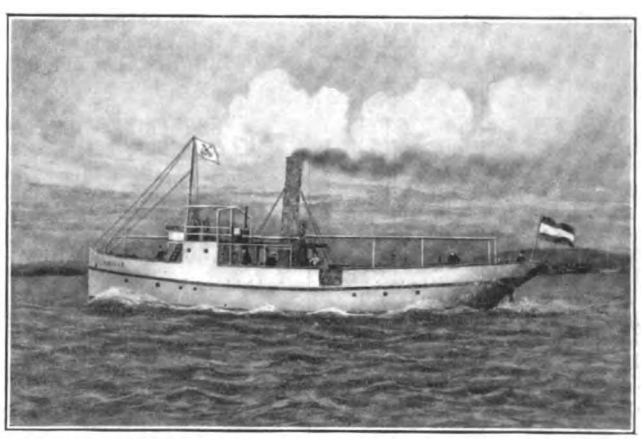
NEW SERVICE.

Marseilles—Naples—Alexandria.

In addition to the Imperial Mail lines the North German Lloyd has opened a new line between Marseilles, Naples and Alexandria.

THE SPECIAL TENDER AT GIBRALTAR.

A special tender of the North German Lloyd is in service in landing passengers from their steamers at Gibraltar. Formerly passengers landing and embarking at Gibraltar were obliged to avail themselves of small steam-launches or rowboats, and the introduction of a special tender for passengers has contributed very materially to the greater comfort and safety of passengers at Gibraltar. The small tender, which bears the name Grille, is built of wood, and with special reference to the local requirements at Gibraltar. Her length is 79 feet 8 inches; beam, 18 feet; and depth, 9 feet 10 inches. A handsomely appointed cabin furnishes ample accommodation for passengers in bad weather. Her construction is very strong. The vessel has been fitted with all conveniences. The extensive deck is provided with benches at the railing, and its whole length covered with an awning. Amidships there are two deckhouses connected by a platform, from which passengers disembark and embark from the transatlantic steamer. As protection against the rain a pleasant saloon is provided under deck, aft. The motive power consists in a compound engine of about 150 horse power, giving a speed of about ten knots. Fare: One shilling each way.



The Special North German Lloyd Tender Grille, used for Landing Passengers at Gibraltar.

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North German Lloyd Steamship Company.

TWIN SCREW EXPRESS SERVICE

KAISER WILHELM II.

KRONPRINZ WILHELM.

KAISER WILHELM DER GROSSE.

TWIN SCREW PASSENGER SERVICE

Barbarossa. Bremen. Friedrich der Grosse. Grosser Kurfuerst. Koenigin Luise. Koenig Albert. Prinzess Irene. Prinzess Alice. Rhein. Main. Neckar.

PROPOSED SAILINGS (Subject to Change.)

From Europe.					Departures From New York.			
DEPARTURES			Due at New York	STEAMERS.	FROM NEW YORK.	Due at Plymouth	Due at Cherbourg	Due at Bremen
From Bremen	From Southampton	From Cherbourg						
Special Train leaves between 7 and 8 a.m.	Special Train leaves London Waterloo Station 9:25 a. m.	Special Train leavesParis St. Lazare, at 9.20 a.m.			1905	Special Train awaits arrival of Steamers from New York	Special Train awaits arrival of Steamers from New York	Special Train awaits arrival of Steamers from New York
.....	.....	.....	.....	...KAISER WILHELM DER GROSSE...	Tues , Jan. 3.....10 A. M.	Jan. 9	Jan. 9	Jan. 10
Dec. 24	.....	.....	Jan. 5	....Cassel.....	Tues., Jan. 10..... 10 A. M.	.....	.....	Jan 22
Jan. 3	Jan. 4	Jan. 4	Jan. 10	.... ..KRONPRINZ WILHELM..... ...	Tues., Jan. 17..... . Noon	Jan. 23	Jan. 23	Jan. 24
Dec. 31	.....	.....	Jan. 12	... .Breslau.....	... Proceeds to Baltimore...	.....	.....	.....
Jan. 7	.....	.....	Jan. 19	..... Chemnitz	Tues., Jan. 24..... 10 A. M.	.....	.....	Feb 5
Jan. 14	.....	.....	Jan 26	....Brandenburg.....	Tues., Jan. 31.....10 A. M.	.. ....	.....	Feb. 12
Jan. 24	Jan. 25	Jan. 25	Jan. 31	...KAISER WILHELM DER GROSSE....	Tues., Feb. 7..... ....10 A. M.	Feb. 13	Feb. 13	Feb. 14
Jan. 21	.....	.....	Feb. 3	..... Hannover	... Proceeds to Galveston....	.. ....	.....	. ..
Jan. 28	....	.....	Feb. 9	.. .. Main.....	Tues., Feb. 14.....10 A. M.	.....	.....	Feb 26
Feb. 7	Feb. 8	Feb. 8	Feb. 14	..... KRONPRINZ WILHELM.....	Tues., Feb 21... ....7.30 A. M.	Feb. 27	Feb. 27	Feb. 28
Feb. 4	... ...	Feb. 5	Feb. 16	..... Barbarossa	Thur., Feb. 23..... ...10 A. M	Mar. 4	Mar. 4	Mar. 5
Feb. 11	.....	.....	Feb. 23	....Breslau.....	Tues., Feb. 28..... Noon	... .	.....	Mar. 12
Feb. 21	Feb. 22	Feb. 22	Feb. 28	...KAISER WILHELM DER GROSSE ..	Tues., Mar. 7..... 10 A. M.	Mar. 13	Mar. 13	Mar. 14
Feb. 18	.....	Feb. 19	Feb. 28	....Grosser Kurfuerst.....	Thur., Mar. 9..... 11 A. M.	Mar. 18	Mar. 18	Mar. 19
Feb. 25	.....	.....	Mar. 9	....Brandenburg.....	Tues., Mar. 14..... ...10 A. M.	.....	.....	Mar. 26
Mar. 7	Mar. 8	Mar. 8	Mar. 14	..... KRONPRINZ WILHELM.....	Tues, Mar. 21..... . 6 A. M.	Mar. 27	Mar. 27	Mar 28
Mar. 4	.....	.....	Mar. 16	..... Main	Thur., Mar. 23..... 10 A. M.	.....	.....	Apr. 4
Mar. 11	.....	Mar. 12	Mar. 21	....Barbarossa.....	Tues., Mar. 28 ..... 10 A. M.	Apr. 6	Apr. 6	Apr. 7
Mar. 21	Mar. 22	Mar. 22	Mar. 28	...KAISER WILHELM DER GROSSE....	Tues., Apr. 4..... 10 A. M.	Apr. 10	Apr. 10	Apr. 11
Mar. 18	.....	.....	Mar. 30	..... Cassel.....	Thur., Apr. 6..... 10 A. M.	.. ....	.....	Apr. 18
Mar. 25	....	Mar. 26	Apr. 4	..... Grosser Kurfuerst.....	Tues., Apr. 11..... 10 A. M	Apr. 20	Apr. 20	Apr 21
Apr. 4	Apr. 5	Apr. 5	Apr. 11	..... KAISER WILHELM II.....	Tues., Apr. 18..... 5 A M	Apr. 24	Apr. 24	Apr. 25
Apr. 1	.....	.....	Apr. 13	..... Rhein.....	Thur., Apr. 20..... 10 A M	.....	.....	May 2
... ...	.....	.....	... ..	..... Neckar.	Tues., Apr. 25.....10 A. M.	... ...	.. ....	May 7
Apr. 8	.....	.....	Apr. 20	....Brandenburg	Tur., Apr. 27.....10 A. M.	... ..	...	May 9
Apr. 18	Apr. 19	Apr. 19	Apr. 25	..... KRONPRINZ WILHELM	Tues., May 2 ..... 5 A. M.	May 8	May 8	May 9
Apr. 15	.....	Apr. 16	Apr. 25	....Barbarossa	Thu ., May 4 .. ..10 A. M.	May 13	May 13	May 14
Apr. 25	Apr. 26	Apr. 26	May 2	...KAISER WILHELM DER GROSSE...	Tues., May 9.....10 A. M.	May 15	May 15	May 16
Apr 22	....	Apr. 23	May 2	..... .Friedrich Der Grosse.....	Thur., May 11 .. ..10 A. M.	May 20	May 20	May 21
May 2	May 3	May 3	May 9	..... .KAISER WILHELM II.....	Tues., May 16..... 1 P. M.	May 22	May 22	May 23
Apr. 29	.....	Apr. 30	May 9	....Grosser Kurfuerst.....	Thur., May 18 .....10 A. M.	May 27	May 27	May 28
May 6	.....	May 7	May 16	..... Prinzess Alice	Tues., May 23..... ..10 A. M.	June 1	June 1	June 2
May 16	May 17	May 17	May 23	..... KRONPRINZ WILHELM	Tues., May 30 ..... 1 P. M.	June 5	June 5	June 6
May 13	.....	May 14	May 23	....Bremen..	Thur., June 1 .....10 A. M.	June 10	June 10	June 11
May 23	May 24	May 24	May 30	..KAISER WILHELM DER GROSSE....	Tues., June 6 ..... 10 A. M.	June 12	June 12	June 13
May 20	.....	May 21	May 30	....Barbarossa.....	Thur., June 8..... ..10 A. M.	June 17	June 17	June 18

STEAMERS DO NOT CALL AT PORTS WHERE DATE IS OMITTED.

NORTH GERMAN LLOYD PIERS, HOBOKEN, NEW JERSEY.

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North German Lloyd Steamship Company.

PROPOSED SAILINGS (Subject to Change.)

From Mediterranean Ports						To Mediterranean Ports				
DEPARTURES				DUE	FROM NEW YORK		DUE	DUE	DUE
From GENOA	From NAPLES	From Gibraltar		at New York	STEAMSHIPS	DATE	at Gibraltar	at NAPLES	at GENOA
						1905			
Dec. 8	Dec. 9	Dec. 12	Dec. 21		Prinzess Irene	Sat., Jan. 14 11 a. m.	Jan. 23	Jan. 26	Jan. 27
Jan. 5	Jan. 6	Jan. 9	Jan. 18		Koenig Albert	Sat., Jan. 21 11 a. m.	Jan. 30	Feb. *2	Feb. 3
Jan. 12	Jan. 13	Jan. 16	Jan. 25		Koenigin Luise	Sat., Jan. 28 11 a. m.	Feb. 6	Feb. 9	Feb. 10
.....	.....	.....	.....		Neckar	Sat., Feb. 11 11 a. m.	Feb. 21	Feb. 24	.....
Feb. 2	Feb. 3	Feb. 6	Feb. 15		Prinzess Irene	Sat., Feb. 18 11 a. m.	Feb. 27	Mar. *2	Mar. 3
Feb. 16	Feb. 17	Feb. 20	Mar. 1		Koenig Albert	Sat., Mar. 4 11 a. m.	Mar. 13	Mar. *16	Mar. 17
Feb. 23	Feb. 24	Feb. 27	Mar. 8		Koenigin Luise	Sat., Mar. 11 11 a. m	Mar. 20	Mar. 23	Mar. 24
.....	Mar. 2	.....	Mar. 16		Neckar	Sat., Mar. 18 11 a. m.	Mar. 28	Mar. *31	.....
Mar. 9	Mar. 10	Mar. 13	Mar. 22		Prinzess Irene	Sat., Mar. 25 11 a. m.	Apr. 3	Apr. 6	Apr. 7
Mar. 23	Mar. 24	Mar. 27	Apr. 5		Koenig Albert	Sat., Apr. 8 11 a. m.	Apr. 17	Apr. 20	Apr. 21
Mar. 30	Mar. 31	Apr. 3	Apr. 12		Koenigin Luise	Sat., Apr. 15 11 a. m.	Apr. 24	Apr. *27	Apr. 28
Apr. 13	Apr. 14	Apr. 17	Apr. 26		Prinzess Irene	Sat., Apr. 29 11 a. m.	May 8	May *11	May 12
Apr. 27	Apr. 28	May 1	May 10		Koenig Albert	Sat., May 13 11 a. m.	May 22	May 25	May 26
May 4	May 5	May 8	May 17		Koenigin Luise	Sat., May 20 11 a. m.	May 29	June 1	June 2
May 11	May 12	May 15	May 24		Hohenzollern	.....	.....	.....	.....
May 18	May 19	May 22	May 31		Prinzess Irene	Sat., June 3 11 a. m.	June 12	June 15	June 16
June 1	June 2	June 5	June 14		Koenig Albert	Sat., June 17 11 a. m.	June 26	June 29	June 30
June 8	June 9	June 12	June 21		Koenigin Luise	Sat., June 24 11 a. m.	July 6	July 6	July 7

STEAMERS **DO NOT** CALL AT PORTS WHERE DATE IS OMITTED.

NORTH GERMAN LLOYD PIERS, HOBOKEN, NEW JERSEY.

All steamers now carry **Second Cabin** passengers TO or FROM Mediterranean Ports.
Second Cabin rate to or from Genoa, Naples or Gibraltar **$55** per adult. Children under 12 years half fare.

Through Tickets to Asia and Australia from New York by the North German Lloyd Mediterranean Service via Naples and the North German Lloyd Imperial Mail Steamers to the East.

*Connecting at NAPLES with North German Lloyd Steamship **Schleswig** for ALEXANDRIA.

FIRST CABIN ROUND-TRIP OR EXCURSION TICKETS.

MEDITERRANEAN SERVICE.

An allowance of 10% **of the conbined outward and return fares** in first cabin will be allowed if roundtrip tickets are purchased before departure form New York. **If however, such return tickets be presented for passage from Europe during the summer season, they will be subject to the conditions governing the rates of passage in effect during that season. These tickets are limited to one year.**

NORTHERN SERVICE.

1. A Reduction of 10 per cent. on the combined outward and homeward rate is made if both trips take place OUT OF SEASON.

Out of Season dates { **From New York: Before May 1, and after July 17.**
From Europe: Before Aug. 1, and after Nov. 1.

2. A Reduction of 10 per cent. of the return fare only is made if both trips take place in the HEIGHT OF THE SEASON.

Height of Season dates { **From New York: May 1 to July 17.**
From Europe: Aug. 1 to Nov. 1.

3. A Reduction of 10 per cent. of the return fare only is made if one trip is made OUT OF SEASON and the other during the HEIGHT OF THE SEASON.

Passengers holding North German Lloyd Return Tickets (Northern or Mediterranean Service) have the option of returning by Northern or Mediterranean Services or by any of the following lines, subject to the rules and conditions of the line by which passage is taken and to the payment of difference in fare, if any:—*American Line, Atlantic Transport Line, Cie Gle. Transatlantique, Dominion Line, Hamburg-American Line, Holland-America Line, Leyland Line, Red Star Line, White Star Line.*

RETURN TICKETS are good only for accommodation at the rate specified therein. If no accommodation at the rate paid is available, and superior accommodation be desired, the difference will have to be paid by the passenger.

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North German Lloyd Steamship Company.

CHINA LINE. Outward Bound. 1905.

LEAVES	S. S. Prinz Eitel Fried. Voy. 305	S. S. Seydlitz Voy. 306	S. S. Roon Voy. 307	S. S. Bayern Voy. 308	S. S. Zieten Voy. 309	S. S. Sachsen Voy. 310	S. S. Prinzess Alice Voy. 311	S. S. Prinz Reg. Luitpold Voy. 312	S. S. Preussen Voy. 313	S. S. Prinz Eitel Fried. Voy. 314	S. S. Seydlitz Voy. 315	S. S. Roon Voy. 316	S. S. Bayern Voy. 317	S. S. Zieten Voy. 318	S. S. Sachsen Voy. 319
Bremen.....(Wed.)	.....	Oct. 26	.....	Nov. 23	.....	Dec. 21	.....	Jan. 18	.....	Feb 15	...	Mar. 15	.....	Apr. 12	.....
Hamburg.....(Thur.)	ct 13	.....	Nov. 10	.....	Dec. 8	.....	Jan. 5	.....	Feb. 2	.....	Mar. 2	.....	Mar. 30	.....	Apr. 27
Rotterdam.....(arr. Thur.)	.....	Oct. 27	.....	Nov. 24	.....	Dec. 22	.....	Jan. 19	.....	Feb. 16	.....	Mar. 16	.....	Apr. 13	.....
Antwerp.....(Mon.)	Oct 17	Oct. 31	Nov. 14	Nov. 28	Dec. 12	Dec. 26	Jan. 9	Jan. 23	Feb. 6	Feb. 20	Mar. 6	Mar. 20	Apr. 3	Apr. 17	May 1
Southampton.....(Tues.)	Oct. 18	Nov. 1	Nov. 15	Nov. 29	Dec. 13	Dec. 27	Jan. 10	Jan. 24	Feb. 7	Feb. 21	Mar. 7	Mar. 21	Apr. 4	Apr. 18	May 2
Gibraltar.....(Sat.)	Oct. 22	Nov. 5	Nov. 19	Dec. 3	Dec. 17	Dec. 31	Jan. 14	Jan. 28	Feb. 11	Feb. 25	Mar. 11	Mar. 25	Apr. 8	Apr. 22	May 6
Genoa.....(Wed., 11 a.m.)	Oct. 26	Nov. 9	Nov. 23	Dec. 7	Dec. 21	Jan.'05,4	Jan. 18	Feb 1	Feb. 15	Mar. 1	Mar. 15	Mar. 29	Apr. 12	Apr. 26	May 10
Naples.....(arr. Thur., 9 a.m.)	Oct. 27	Nov. 10	Nov. 24	Dec. 8	Dec. 22	Jan. 5	Jan. 19	Feb. 2	Feb. 16	Mar. 2	Mar. 16	Mar. 30	Apr. 13	Apr. 27	May 11
Naples .... (lve. Thur., 12 p.m.)	Oct. 27	Nov. 10	Nov. 24	Dec. 8	Dec. 22	Jan. 5	Jan. 19	Feb. 2	Feb. 16	Mar. 2	Mar. 16	Mar. 30	Apr. 13	Apr. 27	May 11
Port Said.....(arr. Mon.)	Oct. 31	Nov. 14	Nov. 28	Dec. 12	Dec. 26	Jan. 9	Jan. 23	Feb. 6	Feb. 20	Mar. 6	Mar. 20	Apr. 3	Apr. 17	May 1	May 15
Suez.....(arr. Tues.)	Nov 1	Nov. 15	Nov. 29	Dec. 13	Dec. 27	Jan. 10	Jan. 24	Feb. 7	Feb. 21	Mar. 7	Mar. 21	Apr. 4	Apr. 18	May 2	May 16
Aden.....(arr. Sat.)	Nov. 5	Nov. 19	Dec. 3	Dec. 17	Dec. 31	Jan. 14	Jan. 28	Feb. 11	Feb. 25	Mar. 11	Mar. 25	Apr. 8	Apr. 22	May 6	May 20
Colombo.....(arr.)	Nov. 13	Nov. 27	Dec. 11	Dec. 25	Jan.'5 8	Jan. 22	Feb. 5	Feb. 19	Mar. 5	Mar. 18	Apr. 1	Apr. 15	Apr. 29	May 13	May 27
Penang.....(arr)	Nov. 18	Dec. 2	Dec. 16	Dec 30	Jan. 13	Jan. 27	Feb. 10	Feb. 24	Mar. 10	Mar. 23	Apr. 6	Apr. 20	May 4	May 18	June 1
Singapore.....(arr)	Nov. 19	Dec. 3	Dec. 17	Dec. 31	Jan. 14	Jan. 28	Feb. 11	Feb. 25	Mar. 11	Mar. 24	Apr. 7	Apr 21	May 5	May 19	June 2
Hong Kong.....(arr)	Nov. 25	Dec. 9	Dec 23	Jan '05 6	Jan 20	Feb. 3	Feb. 17	Mar. 3	Mar. 17	Mar. 30	Apr. 13	Apr 27	May 11	May 25	June 8
Shanghai (arr.)	Nov. 29	Dec. 13	Dec. 27	Jan. 10	Jan. 24	Feb. 7	Feb. 21	Mar. 7	Mar. 21	Apr. 3	Apr. 17	May 1	May 15	May 29	June 12
Shanghai (lve.)	Dec. 1	Dec. 15	Dec. 29	Jan. 12	Jan. 26	Feb 9	Feb. 23	Mar. 9	Mar 23	Apr. 5	Apr. 19	May 3	May 17	May 31	June 14
Nagasaki.....(arr.)	Dec. 2	Dec. 16	Dec. 30	Jan. 13	Jan. 27	Feb. 10	Feb 24	Mar. 10	Mar. 24	Apr. 6	Apr. 20	May 4	May 18	June 1	June 15
Kobe (Hiogo).....(arr.)	Dec. 4	Dec. 18	Jan.'05 1	Jan. 15	Jan. 29	Feb. 12	Feb. 26	Mar. 12	Mar. 26	Apr 7	Apr. 21	May 5	May 19	June 2	June 16
Yokohama.....(arr)	Dec 6	Dec. 20	Jan 3	Jan. 17	Jan. 31	Feb. 14	Feb. 28	Mar. 14	Mar. 28	Apr. 9	Apr. 23	May 7	May 21	June 4	June 18

CHINA LINE. Homeward Bound. 1905.

LEAVES	S. S. Zieten Voy. 301	S. S. Prinzess Alice Voy. 302	S. S. Prinz Reg. Luitpold Voy. 303	S. S. Preussen Voy. 304	S. S. Prinz Eitel Fried. Voy. 305	S. S. Seydlitz Voy. 306	S. S. Roon Voy. 307	S. S. Bayern Voy. 308	S. S. Zieten Voy. 309	S. S. Sachsen Voy. 310	S. S. Princess Alice Voy. 311	S. S. Prinz Reg. Luitpold Voy. 312	S. S. Preussen Voy. 313	S. S. Prinz Eitel Fried. Voy. 314	S. S. Seydlitz Voy. 315
Yokohama	Oct. 15	Oct. 29	Nov. 12	Nov. 26	Dec. 10	Dec. 24	Jan. 7	Jan. 21	Feb. 4	Feb. 18	Mar. 4	Mar. 18	Apr. 1	Apr. 15	Apr. 29
Kobe (Hiogo)	Oct. 17	Oct 31	Nov. 14	Nov. 28	Dec. 12	Dec. 26	Jan. 9	Jan. 23	Feb. 6	Feb. 20	Mar. 6	Mar. 20	Apr. 3	Apr. 17	May 1
Nagasaki	Oct. 19	Nov. 2	Nov. 16	Nov. 30	Dec. 14	Dec. 28	Jan. 11	Jan. 25	Feb. 8	Feb. 22	Mar. 8	Mar. 22	Apr. 5	Apr. 19	May 3
Shanghai arr.	Oct. 20	Nov. 3	Nov 17	Dec. 1	Dec. 15	Dec. 29	Jan. 12	Jan. 26	Feb. 9	Feb 23	Mar. 9	Mar. 23	Apr. 6	Apr. 20	May 4
Shanghai lve.	Oct. 22	Nov. 5	Nov. 19	Dec. 3	Dec. 17	Dec. 31	Jan. 14	Jan. 28	Feb. 11	Feb. 25	Mar 11	Mar. 25	Apr. 8	Apr. 22	May 6
Hong Kong	Oct. 26	Nov. 9	Nov. 23	Dec. 7	Dec. 21	Jan. 4	Jan. 18	Feb. 1	Feb. 15	Mar. 1	Mar. 15	Mar. 29	Apr. 12	Apr. 26	May 10
Singapore	Oct. 31	Nov. 14	Nov. 28	Dec. 12	Dec. 26	Jan. 9	Jan. 23	Feb. 6	Feb. 20	Mar. 6	Mar. 20	Apr. 3	Apr. 17	May 1	May 15
Penang	Nov. 2	Nov. 16	Nov. 30	Dec. 14	Dec. 28	Jan. 11	Jan. 25	Feb. 8	Feb 22	Mar. 8	Mar. 22	Apr. 5	Apr. 19	May 3	May 17
Colombo	Nov. 6	Nov. 20	Dec. 4	Dec. 18	Jan. 1	Jan 15	Jan. 29	Feb. 12	Feb. 26	Mar. 12	Mar. 26	Apr. 9	Apr. 23	May 8	May 22
Aden	Nov 13	Nov 27	Dec. 11	Dec. 25	Jan. 8	Jan. 22	Feb. 5	Feb. 19	Mar. 5	Mar. 19	Apr. 2	Apr. 16	Apr. 30	May 16	May 30
Suez	Nov. 17	Dec. 1	Dec. 15	Dec. 29	Jan. 12	Jan. 26	Feb. 9	Feb. 23	Mar. 9	Mar. 23	Apr. 6	Apr. 20	May 4	May 20	June 3
Port Said	Nov. 19	Dec. 3	Dec. 17	Dec. 31	Jan. 14	Jan. 28	Feb 11	Feb. 25	Mar 11	Mar. 25	Apr. 8	Apr. 22	May 6	May 21	June 4
Naples.....arr.	Nov. 22	Dec. 6	Dec. 20	Jan. 3	Jan. 17	Jan. 31	Feb. 14	Feb. 28	Mar. 14	Mar. 28	Apr. 11	Apr. 25	May 9	May 24	June 7
Naples.....lve.	Nov. 23	Dec. 7	Dec. 21	Jan. 4	Jan. 18	Feb. 1	Feb. 15	Mar. 1	Mar 15	Mar. 29	Apr 12	Apr. 26	May 10	May 25	June 8
Genoa	Nov. 24	Dec. 8	Dec 22	Jan. 5	Jan. 19	Feb 2	Feb. 16	Mar. 2	Mar. 16	Mar 30	Apr 13	Apr. 27	May 11	May 26	June 9
Gibraltar	Nov 28	Dec 12	Dec. 26	Jan. 9	Jan. 23	Feb. 6	Feb. 20	Mar. 6	Mar 20	Apr. 3	Apr. 17	May 1	May 15	May 30	June 13
Southampton	Dec. 2	Dec. 16	Dec. 30	Jan 13	Jan. 27	Feb. 10	Feb. 24	Mar 10	Mar. 24	Apr. 7	Apr. 21	May 5	May 19	June 3	June 17
Antwerp	Dec. 3	Dec. 17	Dec. 31	Jan. 14	Jan 28	Feb. 11	Feb. 25	Mar. 11	Mar. 25	Apr. 8	Apr. 22	May 6	May 20	June 4	June 18
Amsterdam	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hamburg	.....	Dec. 20	.....	Jan. 17	.....	Feb. 14	.....	Mar. 14	.....	Apr. 11	.....	May 9	.....	June 7	.....
Bremen	Dec. 6	.....	Jan '05 3	.....	Jan 31	.....	Feb. 28	.....	Mar. 28	.....	Apr. 25	.....	May 23	.....	June 21

Proposed Sailings of Twin-Screw Steamship "Schleswig," between Marseilles, Naples, Alexandria and Return.

TIME TABLE

MARSEILLES	NAPLES		ALEXANDRIA		NAPLES		MARSEILLES
Leave Wednesdays, 12 Noon.	Arrive Thurs., 8 p. m.	Leave Fri., 12 noon	Arrive Mon., 12 noon	Leave Wed., 2 p.m.	Arrive Sat., 2 p. m.	Leave Sun., 8 a.m.	Arrive Monday, 4 p.m.
December..7	December 8	December *9	December 12	December 14	December 17	December 18	December 19
January, 1905.4	January '05 5	January '05 6	January '05 9	January '05 11	January '05 14	January '05 15	January 1905.16
January.18	January 19	January 20	January 23	January 25	January 28	January 29	January.30
February.1	February 2	February *3	February 6	February 8	February 11	February 12	February.13
February.15	February 16	February 17	February 20	February 22	February 25	February 26	February.27
March.1	March 2	March *3	March 6	March 8	March 11	March 12	March.13
March.15	March 16	March *17	March 20	March 22	March 25	March 26	March.27
March.29	March 30	March *31	April 3	April 5	April 8	April 9	April.10
April.12	April 13	April 14	April 17	April 19	April 22	April 23	April .24
April.26	April 27	April *28	May 1	May 3	May 6	May 7	May.8
May .10	May 11	May *1[illegible]	May 15	May 17	May 20	May 21	May.22

*Connections made at NAPLES with steamer arriving from New York. Train leaves ALEXANDRIA 3.35 p. m., arriving at CAIRO 7.25 p.m.

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North German Lloyd Steamship Company.

AUSTRALIAN LINE. Outward Bound, 1905.

LEAVES	S. S. Grosser Kurfurst Voy. 251	S. S. Gneisenau Voy. 252	S. S. Rhein Voy. 253	S. S. Friedrich der Grosse Voy. 254	S. S. Bremen Voy. 255	S. S. Scharnhorst Voy. 256	S. S. Voy. 257	S. S. Voy. 258	S. S. Voy. 259	S. S. Voy. 260
Bremen .....(Wed.)	Oct. 12	Nov. 2	Nov 23	Dec 14	Jan. 4	Jan. 25	Feb. 22	Mar. 22	Apr. 19	May 17
Antwerp.....(Sun.)	Oct. 16	Nov. 6	Nov. 27	Dec. 18	Jan. 8	Jan. 29	Feb. 26	Mar. 26	Apr. 23	May 21
Southampton.....(Mon.)	Oct. 17	Nov. 7	Nov. 28	Dec. 19	Jan. 9	Jan 30	Feb. 27	Mar. 27	Apr. 24	May 22
Genoa .....(Tue., 10 a.m.)	Oct. 25	Nov. 15	Dec. 6	Dec. 27	Jan. 17	Feb. 7	Mar. 7	Apr 4	May 2	May 30
Naples.....(arr. Wed. a.m.	Oct. 26	Nov. 16	Dec. 7	Dec. 28	Jan. 18	Feb. 8	Mar. 8	Apr. 5	May 3	May 31
Naples .....(lve. Wed. 10 p.m.)	Oct. 26	Nov. 16	Dec. 7	Dec. 28	Jan. 18	Feb. 8	Mar. 8	Apr. 5	May 3	May 31
Port Said .....(Sun.)	Oct. 30	Nov. 20	Dec. 11	Jan '05, 1	Jan. 22	Feb. 12	Mar. 12	Apr. 9	May 7	June 4
Suez .....(Mon.)	Oct. 31	Nov. 21	Dec. 12	Jan. 2	Jan. 23	Feb. 13	Mar. 13	Apr 10	May 8	June 5
Aden .....(Sat.)	Nov. 5	Nov. 26	Dec. 17	Jan. 7	Jan. 28	Feb. 18	Mar 18	Apr. 15	May 13	June 10
Colombo .....(Sat.)	Nov 12	Dec. 3	Dec. 24	Jan. 14	Feb. 4	Feb. 25	Mar. 25	Apr. 22	May 20	June 17
Fremantle.....(Thurs.	Nov. 24	Dec. 15	Jan '05 5	Jan. 26	Feb. 16	Mar. 9	Apr. 6	May 4	June 1	June 29
Adelaide .....(Tues.)	Nov. 29	Dec. 20	Jan. 10	Jan. 31	Feb. 21	Mar. 14	Apr. 11	May 9	June 6	July 4
Melbourne .....(Fri.)	Dec. 2	Dec 23	Jan. 13	Feb 3	Feb. 24	Mar. 17	Apr. 14	May 12	June 9	July 7
Sydney.....(Mon.)	Dec. 5	Dec. 26	Jan. 16	Feb. 6	Feb. 27	Mar. 20	Apr 17	May 15	June 12	July 10

AUSTRALIAN LINE. Homeward Bound, 1905.

LEAVES	S. S. Weimar Voy. 248	S. S. Scharnhorst Voy. 249	S. S. Barbarossa Voy. 250	S. S. Grosser Kurfurst Voy. 251	S. S. Gneisenau Voy. 252	S. S. Rhein Voy. 253	S. S. Friedrich der Grosse Voy. 254	S. S. Bremen Voy. 255	S. S. Scharnhorst Voy. 256	S. S. Voy. 257	S. S. Voy. 258	S. S. Voy. 247
Sydney.....(Sat.)	Oct. 15	Nov. 5	Nov. 26	Dec. 17	Jan. '05, 7	Jan. 28	Feb. 18	Mar. 11	Apr. 1	Apr. 29	May 27	June 24
Melbourne.....	Oct. 17	Nov. 7	Nov. 28	Dec. 19	Jan. 9	Jan. 30	Feb. 20	Mar. 13	Apr. 3	May 1	May 29	June 26
Adelaide.....	Oct 22	Nov 12	Dec. 3	Dec. 24	Jan. 14	Feb. 4	Feb. 25	Mar. 18	Apr. 8	May 6	June 3	July 1
Fremantle.....	Oct. 27	Nov. 17	Dec. 8	Dec. 29	Jan. 19	Feb. 9	Mar. 2	Mar. 23	Apr. 13	May 11	June 8	July 6
Colombo	Nov. 7	Nov. 28	Dec. 19	Jan. '05, 9	Jan. 30	Feb. 20	Mar. 13	Apr. 3	Apr. 24	May 23	June 20	July 18
Aden.....	Nov. 14	Dec. 5	Dec. 26	Jan. 16	Feb. 6	Feb. 27	Mar. 20	Apr. 10	May 1	May 31	June 28	July 26
Suez.....	Nov. 19	Dec. 10	Dec. 31	Jan. 21	Feb. 11	Mar. 4	Mar. 25	Apr. 15	May 6	June 5	July 3	July 31
Port Said.....	Nov. 19	Dec. 10	Dec. 31	Jan. 21	Feb. 11	Mar. 4	Mar. 25	Apr. 15	May 6	June 5	July 3	July 31
Naples .....arr.	Nov. 23	Dec. 14	Jan '05, 4	Jan. 25	Feb. 15	Mar. 8	Mar. 29	Apr 19	May 10	June 9	July 7	Aug. 4
Naples.....lve.	Nov. 24	Dec. 15	Jan. 5	Jan. 26	Feb. 16	Mar. 9	Mar. 30	Apr. 20	May 11	June 10	July 8	Aug. 5
Genoa	Nov 25	Dec. 16	Jan. 6	Jan 27	Feb. 17	Mar. 10	Mar. 31	Apr. 21	May 12	June 11	July 9	Aug. 6
Southampton	Dec. 3	Dec. 24	Jan. 14	Feb 4	Feb 25	Mar. 18	Apr. 8	Apr. 29	May 20	June 19	July 17	Aug. 14
Antwerp.....	Dec. 4	Dec. 25	Jan. 15	Feb. 5	Feb. 26	Mar. 19	Apr. 9	Apr. 30	May 21	June 20	July 18	Aug. 15
Bremen	Dec. 7	Dec. 28	Jan. 18	Feb. 8	Mar. 1	Mar. 22	Apr. 12	May 3	May 24	June 23	July 21	Aug. 18

SINGAPORE AND SYDNEY

BRANCH LINE. Outward Bound, 1905

Singapore Batavia, Macassar, New Guinea, Brisbane and Sydney.

	LEAVES	Voyage 2	Voyage 3	Voyage 4	Voyage 5	Voyage 6
Main Line Steamers	**Bremen**.....	Oct. 12	Nov 23	Jan.'5 4	Jan. 25	Mar. 22
	Sydney.....arr.	Dec. 5	Jan.'5 16	Feb. 27	Mar. 20	May 15
	.....	.....	.....	.....	.....	.....
	.....	.....	.....	.....	.....	.....
Branch Line	**Sydney**.....lvs	Dec. 10	Jan. 21	Mar. 4	Apr. 15	May 27
	Brisbane.....arr.	Dec. 12	Jan. 23	Mar. 6	Apr. 17	May 29
	Townsville (event'y	Dec. 15	Jan. 26	Mar. 9	Apr. 20	June 1
	Herbertshöhe } ar.	Dec. 19	Jan. 30	Mar. 13	Apr. 24	June 5
	and Matupi or } lvs	Dec. 20	Jan. 31	Mar. 14	Apr. 25	June 6
	Simpsonhafen }					
	Friedrich } ar.....	Dec. 22	Feb. 2	Mar 16	Apr. 27	June 8
	Wilh. Hafen } lvs....	Dec. 23	Feb. 3	Mar. 17	Apr. 28	June 9
	Hongkong..... arr	Jan.'5 2	Feb. 13	Mar. 27	May 8	June 19
Main Line Steamers	**Hongkong**, homeward	Jan. 4	Feb. 15	Mar. 29	May 10	June 22
	Naples	Jan 31	Mar. 14	Apr. 25	June 7	July 20
	Hamburg.....	Feb. 14	.....	May 9	.....	Aug. 3
	Bremen.....	.....	Mar. 28	.....	June 21	.....
Branch Line.	Hongkong.....lvs.	Jan. 3	Feb. 14	Mar. 28	May 9	June 20
	Kobe.....arr.	Jan. 8	Feb. 19	Apr. 2	May 14	June 25
	Yokohama.....arr.	Jan. 10	Feb. 21	Apr. 4	May 16	June 27

BRANCH LINE Homeward Bound, 1905.

Sydney, Brisbane, New Guinea, Macassar, Batavia and Singapore.

	LEAVES	Voyage 1	Voyage 2	Voyage 3	Voyage 4	Voyage 5
Branch Line	Yokohama.....	Dec 3	Jan '5 14	Feb '5, 25	Apr. '5, 8	May '5, 20
	Kobe (event'y) arr.	Dec. 4	Jan. 15	Feb. 26	Apr. 9	May 21
	Hongkong.....arr	Dec. 10	Jan. 21	Mar. 4	Apr. 15	May 27
Main Line Steamers	**Bremen**	Oct. 26	.....	Jan. 18	.....	Apr. 12
	Hamburg.....	.....	Dec. 8	.....	Mar. 2	.....
	Naples.....	Nov. 10	Dec. 22	Feb. 2	Mar. 16	Apr. 27
	Hongkong .....arr } (Outward) }	Dec. 9	Jan.'5 20	Mar. 3	Apr. 13	May 25
Branch Line	Hongkong .....lvs.	Dec. 12	Jan. 23	Mar. 6	Apr. 17	May 29
	Friedrich } arr	Dec. 22	Feb. 2	Mar. 16	Apr. 27	June 8
	Wilhelms Hafen } lvs	Dec. 23	Feb. 3	Mar. 17	Apr. 28	June 9
	Herbertshöhe } arr.	Dec. 24	Feb. 4	Mar. 18	Apr. 29	June 10
	and Matupi or } lvs.	Dec. 25	Feb. 5	Mar. 19	Apr. 30	June 11
	Simpsonhafen }					
	Townville. ....arr. } (eventually) }	Dec. 30	Feb. 10	Mar. 24	May 5	June 16
	Brisbane .....arr	Jan. '5, 1	Feb. 12	Mar. 26	May 7	June 18
	Sydney.....arr.	Jan. 4	Feb. 15	Mar 29	May 10	June 21
Main Line Steamers	**Sydney**.....lvs	Jan. 7	Feb. 18	Apr. 1	May 27	June 24
	Bremen.....arr.	Mar. 1	Apr. 12	May 24	July 21	Aug. 18
	.....	.....	.....	.....	.....	.....
	.....	.....	.....	.....	.....	.....

Every three months a steamer will ply between Friedrich-Wilhelmshafen and Stephansort, Finschhafen (Langemackbucht) Potsdamhafen and Tamara (Seleo).
Eventually Kappel Bay (Rockhampton), New Castle, N. S. W., and Melbourne may be called at.
The sailing dates will be observed as much as possible; however, in intermediate ports arrivals and departures may take place earlier or later than stated above, according to circumstances.

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North German Lloyd Steamship Company.

BREMEN TO SOUTH AMERICA

RIVER PLATTE LINE.

Bremen—Montevideo and Buenos Ayres, via Antwerp, Coruna, Villagarcia, or Vigo.

STEAMERS	FROM Bremen	FROM Antwerp	FROM Coruna
(1) Helgoland	Dec. 3	Dec. 7	Dec. 10
(1) Wuerzburg	Dec. 17	Dec. 21	Dec. 24
(1) Erlangen	Dec. 31	Jan. '05, 4	Jan. '05, 7

(1) Carry a limited number of Second Cabin passengers.
(2) Carry freight only—no passengers.
All Steamers carry Steerage Passengers.

BRAZIL LINE.

Bremen—Pernambuco, Bahia, Rio de Janeiro and Santos, via Antwerp & Leixoes, Oporto, and Lisbon event, Madeira (Funchal).

STEAMERS	FROM Bremen	FROM Antwerp	FROM Leixoes, Oporto	FROM Lisbon
¶Aachen	Nov. 26	Nov. 30	Dec. 5	Dec. 6
§Heidelberg	Dec. 10	Dec. 14	Dec. 19	Dec. 20
¶Halle	Dec. 24	Dec. 28	Jan. '05 2	Jan. '05 3

§Via Pernambuco, Rio de Janeiro and Santos.
¶Via Bahia, Rio de Janeiro and Santos.
Steamers carry Steerage passengers and a limited number of Second Cabin passengers, also freight.
Connections for freight made with steamers at Paranagua, Sao Francisco, Desterro and Rio Grande do Sul.

CUBA LINE.

Bremen, Antwerp, Coruna event, or Vigo, Villagarcia to Havana, Cienfugos and Manzanillo.

STEAMERS	FROM Bremen	FROM Antwerp	FROM Coruna
Roland	Dec. 14	Dec. 18	Dec. 21

These Steamers carry Steerage passengers, cargo and a limited number of Second Cabin passengers.

GALVESTON LINE.

Bremen—Galveston, via New York or Baltimore.

STEAMERS	FROM Bremen	STEAMERS	FROM Bremen
†Frankfurt	Dec. 22	†Hannover	Jan. 05 19

†Via Baltimore.
These steamers carry Steerage passengers, cargo and a limited number of Second Cabin passengers.

NORTH GERMAN LLOYD FLEET

Twin-Screw Express Steamships.

	Horsepower	Tons		Horsepower	Tons
Kaiser Wilhelm II	40,000	19,500	Kaiser Wilhelm d. Grosse	28,000	14,349
Kronprinz Wilhelm	35,000	14,908			

Fast Mail Steamship.

	Horsepower	Tons
Hohenzollern	7,500	6,668

Twin-Screw Passenger Steamships—Barbarossa Class.

	Horsepower	Tons		Horsepower	Tons
Grosser Kurfuerst	9,700	13,182	Koenig Albert	9,000	10,643
Barbarossa	7,000	10,915	Bremen	8,000	11,570
Koenigin Luise	7,000	10,711	Prinzess Irene	9,000	10,881
Friedrich der Grosse	7,200	10,695	Prinzess Alice	9,000	10,881

Twin-Screw Steamships.

	Horsepower	Tons		Horsepower	Tons
Rhein	5,500	10.058	Frankfurt	3,200	7,431
Neckar	6,000	9,835	Koeln	3,200	7,410
Hannover	3,200	7,305	Prinz Heinrich	5,500	6,263
Prinz Regent Luitpold	5,500	6,288	Mainz	1,500	3,204
Wittekind	2,500	5,640	Coblenz	1,500	3,169
Cassel	3,400	7,543	Breslau	3,400	7,524
Chemnitz	3,200	7,542	Brandenburg	3,200	7,533
Willehad	2,500	4,761	Schleswig	4,500	7,000
Zieten	5,000	7,000	Scharnhorst	5,000	7,000
Roon	5,000	7,000	Gneisenau	5,000	7,000
Seydlitz	5,000	7,000	Prinz Waldemar	2,100	3,300
Main	5,500	10,067	Prinz Sigismund	2,100	3,300

Imperial Mail and Regular Service Steamships.

	Horsepower	Tons		Horsepower	Tons
Preussen	3,800	5,295	Karlsruhe	4,200	5 057
Stuttgart	3,200	5,048	Bayern	3,800	5,034
Sachsen	3,800	5,026	Oldenburg	3,200	5,000
Darmstadt	3,200	5,012	Gera	3,200	5 005
Freiburg	2,700	5,965	Marburg	2,700	5 967
Strassburg	2,400	5,057	Wuerzburg	2,400	5,085
Weimar	3,200	4,998	Koenigsberg	2,100	4,856
Erlangen	2,600	4,963	Dresden	2,600	4 527
Pfalz	2,500	4,604	Bamberg	1,800	4,150
Nuernberg	1,800	4,150	Halle	2,200	3,968
Bonn	2,200	3,969	Crefeld	1,900	3,829
Aachen	1,900	3,333	Roland	2,000	3,608
Wittenberg	1,300	3,689	Stolberg	1,510	2,480
Heidelberg	1,800	3,372	Sumatra	350	584
Stettin	1,600	2,478	Seeadler	950	532
Nixe	2,000	843	Helgoland	2,000	5,666
Najade	1,600	700	Borkum	2,000	5,649
Norderney	2,000	5,486	Glueckauf	1,000	736
Mark	2,500	3,756			

Training Vessels—Sailing Ships.

	Tons		Tons
Herzogin Sophie Charlotte	2,581	Herzogin Cecilie	3,200

	Horsepower	Tons
Indo Chinese Coasting Service, 49 steamers	40,950	67,616
River Steamers, 44 steamers	9,685	5,016
147 Lighters		32,451
Total	432,095	587,070

THROUGH TICKETS

Issued in Connection with Tickets by

NORTH GERMAN LLOYD STEAMERS

FROM BREMEN AND SOUTHAMPTON by North German Lloyd Steamers (China Line) to Genoa, Naples, Port Said, Suez, Aden, Colombo, Singapore, Hong Kong, Shanghai, Yokohama, Hiogo and Nagasaki, connecting at Singapore for Soerabaya, Friedrich Wilhelmshafen, Stephansort, Finschhafen, Herbertshoehe, and Matupi, Sumatra, Bangkok, Borneo, Batavia, Macassar, New Guinea, Queensland, Sydney. Connections at Hong Kong: Saipan, Ponape, New Guinea, Queensland, Sydney (Australian Line) to Genoa, Naples, Port Said, Suez, Aden, Colombo, Adelaide, Melbourne and Sydney.

FROM BREMEN AND SOUTHAMPTON by North German Lloyd to Montevideo and Buenos Ayres.

Direct Connections from Genoa and Naples to Egypt and the East by the North German Lloyd Imperial Mail Steamers.

Passengers are allowed to stop over at all intermediate ports and to continue voyage without extra charge on any later steamer on which there may be room available, and in such accommodations as may be vacant.

BAGGAGE.

The North German Lloyd and their representatives cannot undertake the forwarding of baggage on arrival at Gibraltar and Naples. Passengers should apply to forwarding agents in these cities.

The North German Lloyd has established a special Baggage Bureau at Genoa, (No. 11 Vico S. Antonio, near the Palazzo Reale), for the purpose of storing baggage or forwarding baggage belonging to the passengers on board of the steamers of the New York Mediterranean Service, as also of the Australian and China Service.

The attention of passengers is drawn to the fact that there is only a very small allowance made for baggage by the Continental Railroad in Europe and the charge made for excess of baggage beyond the limit is very high. The traveler in Europe will therefore do well to limit the amount of his baggage as much as possible.

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AGENTS OF THE NORTH GERMAN LLOYD S. S. CO.

Place:	Name and letter address:	Telegraphic address:
BREMEN....	NORTH GERMAN LLOYD, Papenstr. 5-6.	LLOYD, BREMEN.
LONDON	KELLER. WALLIS & CO., 14 Cockspur St., Charing Cross, S.W.	TEUTONIC, LONDON.
LONDON	KELLER, WALLIS & CO., 2 King William Street, City, E. C.	RELLEK, LONDON.
	CABIN BOOKING OFFICES	
Berlin.....	CAPT. C ARNOLD, Hotel Bristol. Unter den Linden 5-6	Nordlloyd, Berlin.
Vienna.....	CAPT. A. FERNICEL, Grand Hotel, 9 Kärntner Ring.	Nordlloyd, Vienna.
Paris.....	NORTH GERMAN LLOYD, 2 Rue Scribe	Nordlloyd, Paris.
Aarau.....	Hans Gerber, Hotel Gerber-Terminus	
Aix-La-Chapelle (Aachen)	Cabin Booking office, (Capt. B. v Rapacki Warnia), Camphausbadstr 19.	Kurdirector, Aachen.
Alexandria ...	C. H. Schoeller, Cleopatra Lane.	Nordlloyd, Alexandria.
Algiers.....	Thomas Cook & Son. [drikkade.	Cook, Algiers.
Amsterdam ..	Wm. H. Müller & Co., 183 Prins Hen-	Nordlloyd, Amsterdam.
Antwerp.....	Von Bary & Co., Place de Meir 23.	Nordlloyd, Antwerpen.
Aschaffenburg	M. S. Bustelli's Nachfolger (H. G. Köh	Nordlloyd, Aschaffenburg.
Augsburg	Theodor Mühlschlegel. [ler)	
Baden-Baden.	F. C. Joerger, Leopoldsplatz.	Bankhaus, Joerger.
Bad Ems.....	Carl Fischer, 25 Römerstr.	
Bad Kissingen	Friedrich Feustel.	Feustel, Kissengen.
Bad Kissingen	A. Löwenthal, Jr.	Bankgeschäft Löwenthal.
Bad Nauheim.	H. Heinrich, Schuckhardt's Pvt. Hotel Bank Agent of Kock, Lauteren & Co.	Heinrich, Bad Nauheim.
Barcelona.....	Guillermo Schipper, 6 Paseo de Colon.	
Barmen.....	Rud. Dahl, 12 Altermarkt.	Nordlloyd, Barmen.
Basel.....	Conrad Schneebeli, 54 Elisabethenstr.	Schneebeli, Basel.
Bergen.....	J. C. R. Bruenech & Son.	
Berlin.....	F. Montanus, Invalidenstr, 93 N. W.	Supercargo, Berlin.
Berne.....	Kehrli & Oeler.	
Beyrout.....	Weber & Co.	Weber Co., Beyrout.
Bonn a. Rh. .	Heinr. Brinck, Markt 29.	Brinck, Markt Bonn.
Bozen (Tyrol).	E. Schwarz' Söhne.	
Braunschweig	Carl Camehn, Bohlweg 16.	Carl Camehn, Braunschweig.
Breslau.....	Capt. von Kloch, Ring 17. Becherseite.	Nordlloyd, Breslau.
Brussels	Passage Bureau des Norddeutschen Lloyd, 21-23 Boulevard Anspach.	Nordlloyd, Brussell.
Cairo.....	Otto Sterzing, Opernplatz.	Nordlloyd, Cairo.
Carlsbad	Rudolf Mayer, Reisebureau.	Nordlloyd, Carlsbad.
Cassel (Sachs)	Aug. Pechmann, Kölnischester 16.	Pechmann, Cassel.
Chemnitz.....	A. Hauptmann, Theaterstr, 27.	Nordlloyd, Chemnitz.
Cherbourg ...	LePont & Fils, 46 Quai de Alexandre	Nordlloyd, Cherbourg.
Coblenz.....	Guido Erxleben. [III.	
Cologne..... (Koln a. R)..	W. Lippmann, Domkloster 1.	Nordlloyd, Kölnrhein.
Constance.....	Macaire & Cie, Bankers, Insel Hôtel.	Marcaire, Konstanz.
Copenhagen ..	Norddeutscher Lloyd, Generalagentur, Nv Ostergade. 1.	Nordlloyd, Copenhagen.
Crefeld.....	Andre Weis, Elisabethstr. 59-61.	Nordlloyd, Crefeld.
Darmstadt....	Anton Fischer, Frankfurterst. 12-14.	Anton Fischer, Darmstadt.
Davos-Platz...	Chr. Stiffler, Hotel Davoserhof.	Davosplatz.
Dortmund.....	Otto zur Hellen, Königshof 7.	Otto Zurhellen, Dortmund.
Dresden.....	Fr. Bremermann, Pragerstrasse 49 nachst Hauptbahnhof.	Nordlloyd, Dresden.
Dresden.....	Otto Schurig, Prageratr, 39.	Thodes, Dresden.
Drontheim....	Albrecht W. Selmer.	
Duisburg.....	Karl Schroers, 92-98 Ruhrorterstr.	
Dusseldorf....	Jos. Wolf, Wilhelmsplatz II.	Wolf, Wilhelmsplatz, [Dusseldorf.
Erfurt.....	Paul Schneider.	
Feldkirch. (Vorarlberg)	E. Schwarz' Sohne.	
Frankfort M'n	Chr. Emil Derschow, Kaiserplatz, 14.	Nordlloyd, Frankfurt-Main.
Freiburg Bd'n	Ed. Hebting.	
Freiburg (Swit	Leon Genoud, Rue de Lausanne, 35.	
Florence.....	French, Lemon & Co., 2-4 Via Tornabuoni.	Nordlloyd, Florence.
Geneva.....	A. Bocquin & Co., 22 Rue Montblanc.	Nordlloyd, Geneva.
GENOA	LEUPOLD BROS., 10 Piaza, San Sire	Nordlloyd, Genoa.
Gera (Reuss)..	Bauer & Anders, Sorge, 14.	
GIBRALTAR	JOHN ONETTI & SONS.	Nordlloyd, Gibraltar.
Gotha.....	Hermann Lohberger, 31 Schwabhauserstrasse.	Creditreform, Gotha.
Gothenburg...	Flach & Wimnell, Södra Hamngatan 51	Nordlloyd, Gothenburg.
Hamburg	Wilhelm Lazarus, 4 Rolandsbrücke.	Nordlloyd, Hamburg.
Hannover.....	Wilhelm Berkhan, Georgstrasse, 39.	Nordlloyd, Hannover.
Havana(Cuba)	Schwab & Tilman.	
Havre.....	Michell & Kimball, 28 Rue des Viviers.	Nordlloyd, Havre.
Homburg H'e.	Wilh. Nagel, Jr.	Reisebureau, Homburghoehe.
Innsbruck.....	Landesverbandes für Fremdenverkehr in Tirol.	Landesverband, Innsbruck.
Interlaken	Volksbank.	
Jena.....	Wilh. Sieber, Neugasse 26.	
Karlsruhe B'n	Fr. Kern, Erbprinzenstrasse 6.	Nordlloyd, Karlsruhebaden.
Kiel.....	John Spiering.	Nordlloyd, Kiel.
Kreuznach	C. F. Eccardt, Kloster-Kellerei.	Eccardt, Kreuznach.
Kristiania.....	Arntzen & Co., Carl Johans Gade.	
Kristianisands	Oluf A. S. Bellessen.	
Lausanne.	Dubois Frères [Platz.	Duboirnou, Lausanne.
Leipsic.....	E. Wellbrock. Georgiring 1, Augustus-	Nordlloyd, Leipzig.
Lucerne.....	Frey & Suchsland, Rathhausquai 6 and Hotel Schweizerhof.	Nordlloyd. Lucerne.
Ludwigshafen a. Rhein.....	Peter Rixius.	Peter Rixius, Ludwigshafenrhein.
Ludwigshafen a. Rhein.....	Wilh. Johann.	Johann, Ludwigshafenrhein.
Lugano	Banque de la Suisse Italienne.	
Mainz.....	L. Lyssenhop & Co, Kaiserstrasse 38	Nordlloyd, Mainz.
Malta	A. Duncan & Co.	Duncan, Malta.
Mannheim....	Ph. Jac. Eglinger, O 7, No. 22.	Eglinger sen., Mannheim.
Magdeburg ...	W. Vockeroh, 9 Wilheimstr.	Vockeroh, Wilheimstr.
Marburg a.L'n	Carl Schneider, Bahnhofstr. 10.	Lloyd, Marburg, Bez. Casse.
Marseilles	Norddeutscher Lloyd, 77 Rue de la République.	
Meran, Tyrol..	S. Pötzelberger, Pfarrplatz.	Pötzelberger, Meran.
Messina.....	Pierce Brothers.	Becker, Messina.
Milan	Gio-Corr. Meiss.	Nordlloyd, Milan.
Monte Carlo	Smith's Bank.	Smank, Montecarlo.
Montreux.....	F. Rolli.	
Munich.....	H. G. Köhler, Promenadenplatz 19, Hotel Bayerischer Hof.	Nordlloyd, München.
Munich.....	Danler & Co., Bayerstr 27.	Danler, München.
Muenster, I.W	H. Coenen. Königstrasse 8.	Coenen, Münster.
NAPLES.....	ASELMEYER & CO.	Nordlloyd, Naples.
Nice.....	Norddeutscher Lloyd, 14 Avenue Félix Faure (Hotel Cosmopolitan.)	Nordlloyd. Nice.
Nordhausen ..	Carl Eine, Jr.	Eine, Jr., Nordhausen.
Nurnberg.....	Albert Bernhold.	Albert Bernhold, Nürnberg.
Offenburg Bad	August Hund.	A. Hund, Offenburg (Baden.)
Oldenb'g i. Gr.	Edw. Meiners.	
Osnabruck	Wm. Nordhaus, 3 Bocksmurck.	
Palermo.....	Angelo Tagliavia & Co.	Angelo. Palermo.
Paris	Armstrong & Co., 19 Rue Scribe.	Germanicus, Paris.
Piraeus	Roth & Co.	Roth, Piraeus.
Plymouth.....	Keller. Wallis & Co.	Keller. Plymouth.
Plymouth.....	Orlando Davis & Co., 53 Southside S.	Orlando. Plymouth.
Port Said	H. Bronn.	Nordlloyd Portsaid.
Prag.....	Norddeutscher Lloyd, Hybernergasse 8	Nordlloyd Prag.
Rome	French, Lemon & Co., 49 Piazza di	Nordlloyd, Rome.
Rotterdam....	W. H. Müller & Co. [Spagna.	
Southampton .	Keller, Wallis & Co., Canute Road.	Keller, Southampton.
St. Gall.....	Alfred Gähwiller. 30 Vadianstr.	
St. Moritz....	G. E. Rocco.	
Stavanger.....	Fred. Wattne.	
Stockholm	Stockholms Reisebureau.	
Strassburg(Els)	Ch. Staehling. L. Valentin & Co.	Staehling Valentin Strassburgels.
Strassburg(Els)	Eugen König, Verkehrs Bureau, 13 Küsstrasse.	Verkehrsbureau Strassburgels.
Stuttgart.....	Passage Bureau Rominger, 35 Königstr.	Nordlloyd, Stuttgart.
Suez.....	Th. Meyer.	Nordlloyd. Suez.
Thun.....	H. Lanz, Banhof.	Lanz, Thun.
Trieste	Kuchler & Co., Via Galileo.	Kuchler, Trieste.
Venice	Fischer & Rechsteiner, Nachfig.	Fischer, Rechsteiner, Venice.
Vevey.....	Edmond de la Harpe.	Nordlloyd. Vevey.
Weimar.....	A. Salle. (C. G. Kastner's Nachf.)	Saal, Bankgeschäft, Weimar.
Wiesbaden....	J. Chr. Glücklich, Wilhelmstrasse 50.	Glucklich, Wiesbaden.
Winterthur...	Otto Muggli.	
Worms.....	Christ. Berg.	Christ. Berg. Worms.
Wurzburg.....	V. A. Fischer, Domstrasse 60.	Hoflieferant, Fischer Wurzburg
Zermatt (Switz)	J. MARTI. Corso Re Umberto (Rettifilo) No. 6	
Zurich	H. Meiss, 40 Bahnhofstr.	Nordlloyd Zurich.
NEW YORK.	OELRICHS & CO., 5 Broadway.	Nordlloyd New York.
CHICAGO....	H. CLAUSSENIUS & CO., 95 Dearborn Street [gomery St	Clausenius, Chicago.
San Francisco	ROBERT CAPELLE, 140 Mont-	Capelle, San Francisco.

Passengers can also be booked through the various agencies of Messrs. THOS. COOK & SON, London; CARL STANGENS (Reisebureau) BERLIN; Messrs. SCHENKER & Co. (Reisebureau), VIENNA and their various branches.

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NORTH GERMAN LLOYD S. S. CO.

INFORMATION FOR PASSENGERS

STATEROOMS

It is always advisable to apply early for accommodations, especially during the traveling season.

It is customary to pay a deposit of 25 per cent. of the passage money. This payment secures the berth up to three weeks prior to the sailing, at which time the full amount of passage must be paid.

The staterooms for the first-cabin passengers are spacious, airy and comfortable, painted in white enamel, with fittings in walnut. The lower berths in the majority of the outside staterooms are so arranged that they can be extended to form a double berth and accommodate two persons. The upper berth can be pushed back out of the way similar to an upper berth in a Pullman car. The sofas are wide, and large enough to be used as beds, if required; a whole family frequently find one of these rooms ample for their needs, but, to specially provide for large families or parties, a number of staterooms are arranged *en suite*.

All staterooms are furnished with toilet conveniences, and electric bells are in communication with the steward's department, thus insuring prompt service

Plans and diagrams showing the interior arrangements of the various steamers are constantly kept on hand, and will be sent on application.

Rooms are not sold for less than two fares.

Children under 10 years of age are taken for half rate. One person desiring a room for exclusive use will be charged two fares. Infants under one year are free. Servants are berthed in special rooms (servants' quarters) and pay servants' rates Servants booked in second cabin, at second cabin rates, *are not allowed* access to first cabin.

RETURN ACCOMMODATION

from Southampton, London, Cherbourg, Paris, Bremen, Genoa, Naples, or Gibraltar can be engaged through Oelrichs & Co., New York, either by letter or cable, the latter at passenger's expense. An allotment of rooms on steamers during the autumn return sailings, is held at the New York office.

When return accommodations are engaged in New York for passengers from the other side, the total amount of passage money must be paid before the passenger's departure from New York.

If a passenger is prevented from using the steamer engaged for, a suitable transfer can be arranged with the North German Lloyd, Bremen, on several weeks' notice.

Important Information for Passengers Relating to Baggage Abroad

The Customs Examination of all baggage belonging to passengers for **Bremen** usually takes place in the passengers' Waiting Hall of the North German Lloyd at Bremerhaven, directly after disembarking.

After the Customs examination, passengers are conveyed by special train to Bremen, where their baggage is delivered to them about one hour afterward, in the North German Lloyd's Baggage Hall (situated directly in the vicinity of the Central Railway Station), on presentation of baggage checks received at New York or on board.

If, however, the steamer should enter the Weiser River in the evening, so that the Customs examination of the whole of the baggage in Bremerhaven and the forwarding of the passengers and their baggage cannot be effected with certainty on the same day, then the passengers and their **Hand**-*baggage will be at once landed at Bremerhaven and after the latter has been examined, conveyed to Bremen.*

After departure from Southampton or Plymouth passengers will be informed where the Customs examination will be held, and should the latter take place in Bremen, will be requested to take with them only **the most necessary articles** *for the night's stay, to expedite their despatch from Bremerhaven to Bremen.*

The remaining baggage will follow to Bremen during the night, where the Customs examination will take place on the following day in Shed No. 8 at the Station near the Breitenweg and near the Central Station and the principal Hotels.

The Customs Office is open from April 1st to September 30th from 7 A. M. to noon; from 2 P. M. to 7 P. M.; from October 1st to March 31st, from 8 A. M. to noon; from 2 P. M. to 7 P. M.

This arrangement affords passengers the advantage of being able to leave the steamer under any circumstances as soon as the voyage is at an end, and to catch the most convenient trains, which leave Bremen on the following morning at about ten o'clock for any destination.

A reliable Express Company (*Kamena & Co.'s Baggage Express*) undertakes the despatch of baggage in Bremen from the Lloyd Baggage Hall or Customs examination depot, near the Breitenweg, to the Central Railway Station, or to hotels and private dwellings in the town, at a charge of M.0.50 for each piece of baggage.

Passengers desirous of continuing their journey from Bremen as speedily as possible can catch the night trains from Bremen. In this case they must hand over their non-examined baggage to the Baggage officer on board or to our Baggage officer in Bremerhaven or Bremen to be sent on afterward in bond (see Transfer of Baggage).

On landing at **Cherbourg** passengers' **hand** baggage is at once examined by the Customs officials on the landing stage. The Customs examination of the rest of the baggage of those passengers traveling to Paris takes place on arrival of the "Lloyd Express" at the St Lazare Station in Paris.

The Customs examination of all passengers' baggage landed at **Plymouth** takes place directly after disembarkment.

TRANSFER AND STORAGE OF BAGGAGE

1. Baggage can be sent in bond to any place in the interior having a custom-house. Passengers desiring to have their baggage forwarded in bond to its destination must apply to the Baggage officer on board or to our Baggage offices in Bremerhaven or Bremen.

2. Passengers wanting to have their baggage forwarded by freight to the interior after Customs examination in Bremerhaven or Bremen has taken place are also advised to apply to the Baggage officer on board or to our Baggage offices in Bremerhaven or Bremen

3. Baggage, steamer chairs, etc., can be delivered for *Storage* to the Baggage officer on board or to our Baggage offices in Bremerhaven or Bremen against their receipt.

The following charges will be made: 1. For *Transfer*, 25 cts. (M.1.) for each piece of baggage, but not more than $1.50 (6 M.) for baggage on one receipt Railway freight, Customs fees, cartage, etc., will be charged in addition. 2. For *Storage* (including fire insurance), 25 cts. (M. 1.) for each piece of baggage for six months.

On the railways in Northern Germany only an allowance of 25 kgm. (50 lbs.) for one adult is made, while there is no allowance of free baggage on the lines in Southern Germany, Switzerland and Austria.

Very high rates are charged for excess baggage. It amounts, on an average, to double or treble that charged for Express (Eilgut) and four to six fold that of slow freight.

Baggage sent as Express (Eilgut) within Germany should reach its destination from Bremen in one or two days, according to the distance; baggage sent to Austria and Switzerland usually takes about two to four days from Bremen (inclusive of delay owing to Customs examination).

For all further information apply to the Baggage officer on board or to the Baggage office in Bremen.

Any inquiries or directions for the delivery or despatching of stored articles must be accompanied by the baggage receipt and addressed to the **North German Lloyd Baggage Department, Bremen.**

BAGGAGE ABOARD SHIP

Steamer trunks should be about 12 inches deep, and of the usual width and length, to enable them to go under the sofas in the staterooms. All baggage must be marked with name of passenger and steamer. Baggage required during the voyage should be marked "Wanted" and baggage that is not required should be labelled "Not wanted." Baggage tags and labels printed for the purpose, will be supplied upon request at the various agencies of the company or at the Docks. Cabin passengers are allowed twenty cubic feet of baggage free of charge Bicycles must be crated and will be carried for $2.50 each. Baggage may be sent to the North German Lloyd Piers, two days before sailing. It will be kept in the company's baggage room until the passenger's arrival. Before boarding the steamer a check for each piece of baggage should be claimed from the baggage master on the pier.

Sea trunks can be stored at the port of debarkation, but the names should be *plainly marked*. Trunks so stored are at the risk of the owner; the North German Lloyd Steamship Company assumes no responsibility for them.

NO OVERCROWDING

The number of passengers on these steamers is limited to the seating capacity of the saloon. All passengers are served at one sitting.

TOURISTS TO SWITZERLAND

The North German Lloyd S. S. Co. maintains its own *General Agency* for Switzerland, *in Zurich*, 40 Bahnhofstrasse (H. Meiss, General Agent). In connection with this office sub-agencies have been opened in the principal places of Switzerland.

Intending passengers addressing inquiries or orders to Mr. H. Meiss, or to the sub-agencies, will receive immediate attention by letter or telegraph. Berths and cabins offered and reserved by telegraph without extra charge. Baggage sent on board direct without examination at the frontier.

At these offices passengers intending to obtain accommodations on steamers of the North German Lloyd Steamship Company can engage their passage and can be furnished with all the information that they desire. The above agents are at the same time forwarding agents, and will despatch passengers' baggage direct to the port of embarkation, at passengers' risk.

EGYPT AND THE ORIENT

Connections can be made at Genoa and Naples with the North German Lloyd Imperial Mail Steamers that call at these ports on their way to Egypt, India, China, Japan and Australia. The ships in this service are magnificent types of the most modern construction. The chief characteristic, after their size and solidity, is their great comfort, which pervades all their interior arrangements and furnishing The staterooms, dining saloons, and drawing and smoking rooms are usually large and complete.

The Eastern service can be particularly recommended to tourists who desire to spend the winter months in Egypt. The steamers of this Eastern service are specially constructed for the tropics and provided with all the comforts and luxuries of the Transatlantic Express steamers.

They leave Genoa three times a month and make the run to Port Said in about four days and a half. From Port Said, Ismailia can be reached by mail in two hours, and from Ismailia the railroad conveys the traveler to Cairo comfortably and quickly.

NAPLES—SORRENTO—CAPRI—SORRENTO—NAPLES

The Societa Napoletana maintain a daily service in connection with the North German Lloyd Line at Naples to Sorrento, Capri, The Blue Grotto, Capri, Sorrento and return to Naples. The steamers of the Societa Napoletana leave Naples at 9 A. M., arriving at Sorrento at 10.20 A. M., arriving at Capri at 11.10 A. M., arriving at the Blue Grotto at 11.20 A. M., leaving the Blue Grotto at 12 M., arriving at Capri at 12.10 P. M. These steamers return from Capri for Naples at 4 P. M., arriving at Sorrento at 4.55 P. M., and arriving at Naples (Santa Lucia), at 6 P. M.

The steamers of this company are fitted with every convenience for Cabin Passengers and are provided with an excellent dining service, ladies' saloon and a smoking room.

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NORTH GERMAN LLOYD BULLETIN

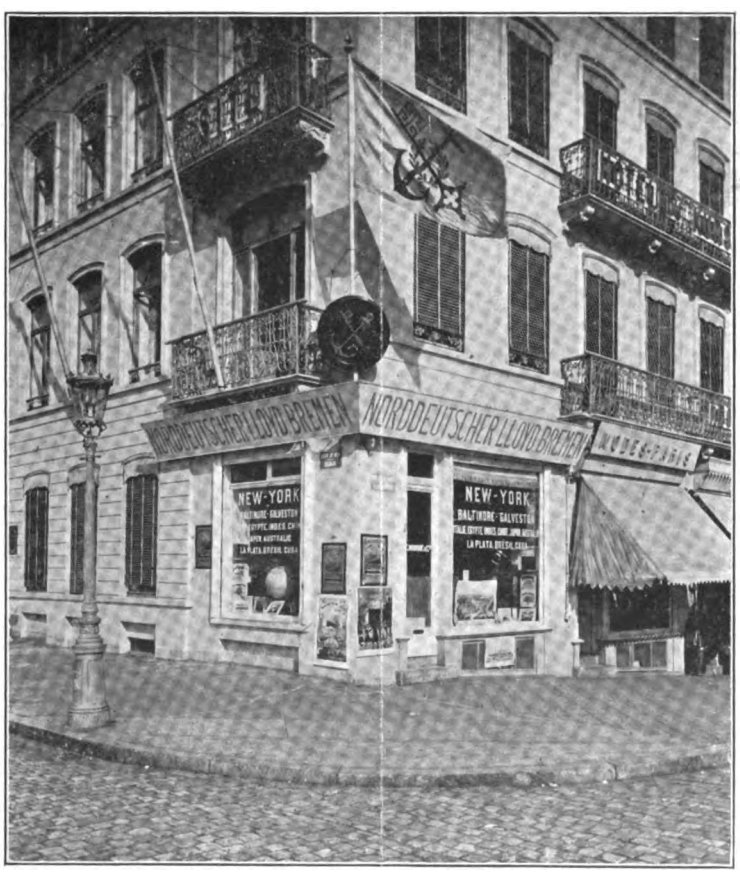
Vol. XIX NEW YORK AND BREMEN, FEBRUARY, 1905. No. 2

ODD CORNERS OF EUROPE.

Few Tourists Know of the Quaint Cities of Belgium—A Country of Easy Travel, Cheap Living and Historic Towns.

The American visitor to Europe who traverses only the paths trodden by so many thousands in the past quarter of a century, and sees the stock sights only, returns home with no knowledge worth mentioning of Europe. He has had a pleasant outing, has very likely gained health by his ocean voyage, and can talk glibly of London and Paris and Vienna, but of the real old world he knows nothing. For London and Paris and Vienna are but Boston and New York and Chicago over again, with some additions and improvements. But our little party, taking counsel of the present chronicler, who had tried not only the beaten paths, but a few of the byways as well, determined on a little independent pilgrimage through some of the less frequented portions of Belgium.

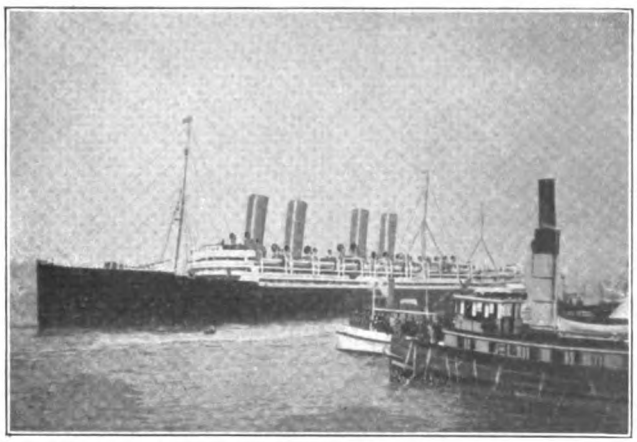
After the battle of Waterloo Sir Walter Scott, writing home from Brussels, said: "This country, the fairest in the world, has been of late quite out of our minds." The same may be truthfully said of part of the country to-day. Few of the hosts of English-speaking tourists, for instance, do more than dash through Belgium, by express train, with stops of a few hours at Brussels and Antwerp, on their way from Paris to Berlin or the Rhine. Of the curious old Flemish towns and cities between Brussels and the seacoast they have barely heard the names, perhaps; they do not think it worth their while to see them for themselves. Yet no journey of a few hours from London lands the traveler among more novel and unhackneyed surroundings or gives him more the sensation of having been set back a few centuries in time, than that which he may take—say, between Friday night and Monday morning, if his time is very limited—at a minimum of expense and trouble.



Offices of the North German Lloyd Steamship Company at Ostend, Belgium.

In Antwerp one learns the origin of the familiar phrase, "working like a dog," for here the dogs work in a way to amaze the visitor from the new world. They draw the little milk carts, with their glittering array of polished brass cans, from which women in the picturesque garb of the country serve their customers. When the cart halts in front of a house, the canine team lies down to snatch a little repose, unless some other dog should come within reach, in which case there is likely to be a discussion and perhaps an upset and a scattering of cans.

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The North German Lloyd Flyer, the Kaiser Wilhelm II, leaving her New York Pier.

Here one sees the masterpieces of Rubens and the marvelous wood carvings in the cathedral and two or three other churches; the priceless manuscripts and all the array of types and presses and books in the wonderful Plantin Musee, the curious old Castle of Steen on the banks of the Scheldt, with its warlike relics and its mementoes of sieges and the inquisition; the dungeons where Alva, "the Spanish butcher," kept his victims, and when they were dragged out to execution; the well of Quentin Matsys; the market place, with its chaffering crowds of Flemish women and comfortable bourgeois; the art museums, the great hotel de ville and the statue of Rubens.

All these, and more, too, we saw, but I shall not attempt to describe them, for that task has been better performed hundreds of times, by abler pens than mine. Neither shall I attempt to describe Brussels, "the little Paris," to which the train conveys one in an hour, and where the atmosphere, the shops, and even the accent of the people, is so Parisian that one can hardly realize that in olden times everything was Flemish to the core. Thousands of visitors yearly make a shorter or longer call at Brussels, and admire its imposing Palais de Justice, towering above the crowded buildings from the top of the highest eminence in the vicinity; its royal palace, with the little park in front; its wondrously beautiful hotel de ville, like a reproduction in stone of the city's famous lace work; its cathedral of St. Gudule, with its splendid carven pulpit and its 13th century stained glass; its grand palace, its statues, its bourse, its art galleries and its nightmareish Wiertz Museum.

But nearly midway between the two chief cities of Belgium lies the quiet, quaint old town of Malines, or Mechlin, once more famous for its laces than perhaps any other; where few travellers think it worth their while to stop, but where we spent a night and the better part of a day en route, in infinite enjoyment. Though Malines is a railway junction, the station is a few minutes' walk from the old town, through which no trains pass. It is a tranquil, restful place, with almost nothing to suggest the present and everything to recall the past, and I would counsel no tourist, who cares for a bit of old Europe, to overlook it. There are several cosey, old-fashioned inns, where one may enjoy good native dishes—Flemish cooking is nearly, if not quite, as good as French—honest, sound wine, and the light, piquant beer of the country.

There are other ancient and famous churches and works of art in Malines. In Notre Dame, a gothic structure of the 16th century, is one of Rubens' greatest works, his "Miraculous Draught of Fishes," behind its high altar, and in the Church of St. Jean is his "Adoration of the Magi," with wings representing, respectively, the baptism of Christ, the beheading of John the Baptist, St. John in the isle of Patmos, and the martydom of St. John. Rubens is said to have declared that one must visit this church to see his best pictures.

The market-place is almost deserted, and as quiet as Pompeii, except on a Saturday, which is market day, when carts, tents and covered stalls fill the space, and hundreds of sabots clatter over the stones. Then you may see the actual, living originals of the types depicted by Franz Hals and Wouverman, and may pick up all sorts of odd trinkets in the way of pottery, laces and knit garments. West of Brussels, through the hop district, is where John Churchill, the first Duke of Marlborough, won that dukedom now being shared by the heiress of the house of Vanderbilt, Consuelo, Duchess of Marlborough. It is a pleasant, verdant district, dotted all over with Flemish cities, famous in history—Alost, Oudenarde, Courtrai, Bruges, Ghent—and none is more than two hours' distant from the capital by rail.—Aladdin, in Boston Herald.

Kilkenny Castle, Ireland, is one of the oldest habitations in the world. Many of the rooms are the same as they were 800 years ago.



On the Sands of a European Watering Place.

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Pier and Lighthouse at Dover, Eng.

SLEDDING A FINE ART.

The Swedes have made a fine art of sledding. Their fastest sled is called the sparkstotting and is an exceedingly light sled that the inhabitants of Norrland, a province situated at the north of Sweden, employ during the winter as a means of locomotion. The use of it now extends throughout entire Sweden, where races upon this original vehicle constitute one of the most highly appreciated sports of winter. Among other people of the north, in Russia, Scotland and Germany, this sport is entirely unknown, a fact that is somewhat extraordinary, considering that the sparkstotting can be employed in all countries in which the rigors of winter permit of the use of ordinary sleds. The sparkstotting is constructed entirely of Norway spruce. It is straight, of elongated form and weighs no more than thirty pounds. It consists of two runners, curved upward in front, and six and one-half feet in length. To each of the runners is fixed an upright that serves both as a point of support and a tiller. The entire affair is connected by two or three crosspieces, one of which supports a light seat placed twelve inches above the surface.

The Norrland sled differs perceptibly from the Vesterbotten type, in which the runners, which are much shorter are not shod with iron, but are well greased or impregnated with boiling tar. The lightest and best type for racing is the one manufactured at Umea, in Norway. In order to push the sparkstotting, the racer, bearing with both hands upon the extremities of the uprights, places his left foot upon the runner to the left, and then with the right foot strikes the ground at regular intervals so as to propel the sled forward. If the snow is very hard and the racer is not provided with spiked shoes it is necessary for him to fix steel calks to the soles. In recent times a horizontal bar, breast high, has been placed between the uprights. This modification renders the steering easier, and besides permits of governing with a single hand. Upon a level route the sparkstotting reaches a pretty good speed without great effort. An experienced racer, when the snow is in good condition, can easily attain the speed of a horse on a trot. In ascents it is necessary to push the sparkstotting or to drag it, but this does not cause much fatigue, owing to its lightness and the feeble surface in contact with the snow. With this sled it is possible to run very fast.

CINEMATOGRAPH ADVERTISING.

A curious development of cinematography is to be undertaken by a London firm. The North German Lloyd Steamship Company have made arrangement for a complete bioscope record of every phase of life, both recreation and work, upon a transatlantic liner. The vessel Kaiser Wilhelm II. has been selected for the purpose. One of the most difficult phases of the work will be the photographing of the operations in the engine room and stokeholds, owing to the indifferent lighting facilities. For the illumination purposes, however, special electric arc lamps of high candle power will be installed for the occasion, while a special lens, the largest and most powerful that has ever been designated for cinematograph work, will be employed. This lens has a diameter of 3½ inches by 6 inches in length, as compared with ⅜ inch and ⅝ inch, the respective diameter and length of the ordinary type of lens used for this work. The power of the lens will be sixteen times as great as the usual cinematograph lens. The pictures will be taken at the rate of sixteen per second, allowing an exposure of 1-35 second. Two men will be required for the operation, one for the regulation of the focus, and the manipulation of the films, while the other will control the rotating mechanism of the camera. The total cost of this enterprise will be between $6,000 and $7,500.—Scientific American.

A Long Score.—Mrs. Honeymoon (to husband, in railway carriage)—Do you love me? Old Party (confidently, from other seat, to bridegroom)—She's asked you forty-seven times already. I get out here, but I'll leave the score with this gentleman by the window.

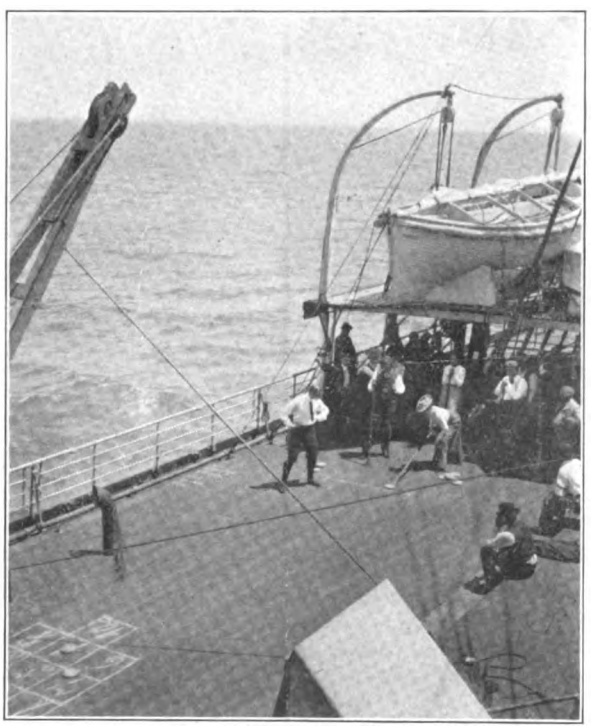


American Tourists in the Swiss Alps.

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PROPOSED RHINE-DANUBE CANAL.

That the canal as a means of inland communication is by no means obsolete is well demonstrated by the fact that there is at present under discussion a project for a ship canal from the Rhine to the Danube, which if constructed will prove the most important waterway in Europe. The proposition involves the dredging of the Neckar from Mannheim, where it flows into the Rhine, to Heilbroun, and thence to Cannstatt or Essingen and Neckarems, so that it would be navigable for steamers and barges of considerable draught. The distance would be 110 miles and the expense is estimated at about $10,000,000. From Neckarems to the Danube, a distance of seventy-one and a half miles, the beds of the Rems, Kocker, and Brens, all small, streams, would be followed, and there would be required a considerable amount of excavation and engineering work such as lock construction, which is expected to cost about $25,000,000. There would be a certain amount of water power available from the various locks and feeders of the canal. The commercial advantages following the construction of such a canal are readily apparent—it would bring the various states of Germany and other parts of Europe into much closer relation. For example, Bavaria would be connected not only with the upper Rhine district, but also with the French and Alsace-Lorraine canal system, while to the east it would gain access to Russia, Austria-Hungary and the Balkan peninsula.—Harper's Weekly.



Bright Sunshine, a Smooth Sea and an Interesting Game.

THE CZAR'S HUNDRED PALACES.

A prominent and distinguished member of the large Russian colony in Paris has been given a French interviewer amazing accounts of the magnificent possessions and properties of the Czar. In all he is the master of 100 palaces and chateaux, scattered about all over his vast empire, and each one of them is marvelously furnished and marvelously filled with servants. Something like 35,000 butlers, grooms, footmen, valets, chefs, coachmen, gardeners, etc. are housed in the hundred residences, and their total salaries amount to 20,000,000 francs, or $4,000,000.

In the many stables are some 5,000 horses, while the heads of cattle may be placed at 50,000; but even the distinguished and well-informed member of the Paris Russian colony hesitates at stating the number of inhabitants of the Czar's kennels, the dogs being entirely innumerable. Naturally, the Czar is not familiar with all his palaces and chataeux. Out of the one hundred, indeed, there are no less than sixty-two upon which he has never set eyes, and which, in all probability, he never will see. But the servants are there, and everything is ever in readiness in case the Czar should take it into his head to look just once upon his truly magnificent abodes.

REVIVAL OF THE ENGLISH INN.

While some reformers are bent on ending the public house, others are busy at mending it. We need not decide for both; in many places there are too many public houses, and of those that would in any case remain, many might well be bettered. The annual report of the Public House Trust shows that substantial progress is being made in this direction. The principal aim of the trust is the revival of the inn as a place of all-round refreshment and its extinction as a mere drinking bar. "The man who asks for bovril gets the same smile as the man who asks for beer;" that is the advertisement and the motto. Lord Grey's movement is a most hopeful one; it takes for granted that men will not be deprived of their beer; but it offers every inducement to the consumption of other cups than those which inebriate and of eatables as well as drinkables, and it provides decent, wholesome, cheerful surroundings. The movement is peculiarly opportune in rural districts. It comes at a time when there is a considerable revival in the wayside inn as a place of necessary refreshment. Hostelries which seemed to have been killed by the railways are coming to life, thanks to the bicycle and the motor. At a time when so many people are thus taking to the road again, it is very appropriate that an effort should be made to improve the roadside inn.—London Chronicle.

The city of Trebizond is one of the largest cities and has one of the most important harbors on the Black Sea. Besides the trade in the city itself and in the province of Trebizond, the city is the distributing centre for other inland cities—Erzerum, Bitlis and Van—and for the caravans to Persia. The population of the province numbers about 1,193,000; of the city, about 50,000.

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THE EXPRESS STEAMER "KRONPRINZ WILHELM" AND THE SCHOOLSHIP "HERZOGIN CECILIE."

A strange coincidence would have it that on the day when the betrothal of the Crown Prince Wilhelm to the Duchess Cecilia of Mecklenburg was officially announced, the two ships which bear the names of the betrothed—the express steamer "Kronprinz Wilhelm" and the training ship "Herzogin Cecilie"—were lying peacefully side by side at anchor in the port of Bremerhaven. Both vessels were dressed in bunting in honor of their august sponsors, and the commanders of the fine ships did not fail to despatch congratulatory telegrams to the Crown Prince and the Duchess Cecilia.

The North German Lloyd twin screw express mail steamer "Kronprinz Wilhelm" was commissioned in the autumn of 1901. Her principal dimensions are, length 663 feet, beam 66 feet, and depth 43 feet. Her registered tonnage is about 15,000 tons and displacement when loaded 21,300 tons. She belongs to the "Kaiser Wilhelm der Grosse" type, but is 15 feet longer than that steamer, whose speed she has also slightly exceeded. Last year the steamer established a new Atlantic record. The ship contains accommodation for about 650 first class passengers, 350 second class and 700 steerage passengers.

The training ship "Herzogin Cecilie" of 3,241 gross register, is a four-masted sailing ship of the highest class, built entirely of steel. The arrangements on board are in every way excellent. The choice of sailing ships was made for various reasons, one being that candidates for the examination of the Nautical College must have served a certain time in a sailing ship; but another and more important reason was that the qualities essential in a steamship officer, i. e., agility, courage, quick preception and decision, etc., can only be acquired in a sailing ship. Moreover, the individual training is better and more certain than on a steamer.



Group of Emigrants on the Forward Deck.

ON NORTH GERMAN LLOYD BOATS.

Concerning the handling of cargo on its great fleet the North German Lloyd Steamship Co. writes: "The Nord-German Lloyd steamers are combined passenger and freight boats. Owing to the construction of these boats the freight handling can hardly be compared with the lake boats. The passenger steamers have no side ports for discharging and loading of cargo. All the freight has to be handled through the deck hatches into and from the lower hold of the steamer. The work is done partly by steam and partly by electric cranes and for the hoisting of the freight rope slings are used. The passenger steamers, such as our steamer Kaiser Wilhelm II, 19,361 registered tons, the fastest ship in the world, handles very little cargo, as the space in the lower holds is almost entirely taken up by her engines and boilers and her coal supply of over 5,000 tons for one crossing of the Atlantic ocean. The coal is taken on board through small side ports. In New York the coal is hoisted in buckets of 500 lbs. each and dumped into the side ports and in the German ports the coal is either hoisted in buckets or sometimes carried in wheelbarrows from the railroad car and dumped through the side ports. In Asiatic ports the passenger steamers are coaled by an army of men and women who carry the coal in buckets or baskets of 15 to 25 lbs. and dump these through the side ports. This latter method is a most expeditious way of coaling."—Marine Review.

THE WORLD'S LARGEST HOSPITAL.

Berlin will shortly be able to boast that it contains the largest hospital in the world. The new institution, which is to be called after the famous physiologist, the Rudolf Virchow Hospital, will be fitted with accommodation for 2,000 patients. When fully equipped it will have a staff of 650 physicians, nurses, attendants, and servants. In connection with the hospital there will be a pathological and anatomical laboratory, bath-house with medico-mechanical institute, section for Roentgen appliances, and a separate building also for apothecaries. Hitherto the largest German hospital was that at Eppendorf, near Hamburg, with accommodations for 1,600 patients. The size of the new Berlin hospital may be best shown when compared with the London Hospital, with 780 beds, and the Marylebone Infirmary, with 744.

Experiments are now being conducted near Paris with a singel-rail system. It is proposed that such a railroad be built between Paris and Marseilles, which would only be used for carrying the mails, newpapers and small packages.

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A Panorama of Thun, Switzerland.

THE WORK AND STANDING OF LLOYD'S.

The name of Lloyd's, a familiar one in the newspapers in connection with maritime intelligence, as "rated by Lloyd's," "insured at Lloyd's," etc., is that of a corporation in London that bears the same relation to the world of shipping as does the house of Rothschild to the banking world. It dates from the latter part of the reign of Queen Elizabeth when Edward Lloyd established a system of maritime and commercial intelligence which has been developed into its present effectiveness.

The subjects of marine insurance are the ship, the cargo, and the freight, all of which may belong to different parties. In time of war there is what is termed the maritime risk—danger from accident, collision, and stranding—which is distinctly separate from the risk of capture and seizure by an enemy This class of marine insurance had its inception in conditions arising in the seven-year French-English war of 1757 to 1763.

The corporation of Lloyd's and the committee of Lloyd's, who are the executive body of the corporation, and the secretary of Lloyd's have practically nothing to do with marine insurance in the way of taking risks or paying losses. Their duty in this respect is to afford marine insurance brokers, who wish to effect insurance, a place for meeting those who undertake risks.

POPULATION OF THE EARTH.

According to the current number of Petermann's Mittheilungen the population of the earth at the beginning of the present century amounted to 1,503,300,000 souls, distributed over an area of 55,626,691 square miles, or about twenty-six persons to the square mile. The divergencies are, however, very wide in this respect, varying from 104 to the square mile in Europe to two persons to the same amount of territory in Australia and Polynesia.

As to the totals of the populations, Asia, the home of the yellow races, is far in the lead with 819,556,000. Europe is next with 392,264,000. Even Africa is ahead of North America, the dark continent being accredited with 140,700,000, while North America is given 105,714,000. South America has 38,482,000; Australia and Polynesia 6,483,000, and the polar lands 91,000.

As to density, after Europe, as shown above with its 104 persons to the square mile, comes Asia with 46.6, North America with 13, Africa 13, South America 5, and Australia and Polynesia, 2.

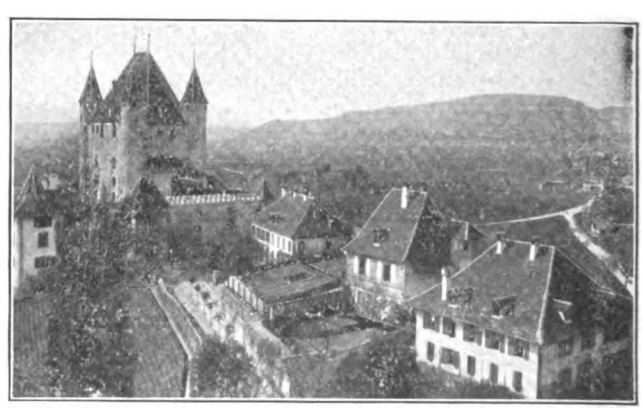
SITE FOR CARNEGIE PALACE OF PEACE.

The committee appointed to choose a site for Carnegie's Palace of Peace, the meeting-place of the Permanent Court of Arbitration, has selected ground in the neighborhood of the celebrated woods, between The Hague and Schweningen, in which stands the palace where the Peace Tribunal held its sessions. The government will purchase the site in order to present it to the Carnegie fund.

In May, 1903, Mr. Carnegie generously made an offer to the Dutch government of $1,500,000 with which to build a suitable Palace of Peace at The Hague, and the offer was promptly accepted. Until now it was reported that the government was treating the matter indifferently. The Municipal Council of The Hague vetoed a proposal to choose a site in the Bosch, the capital's beautiful pleasure ground.

The queen is reported to have said to one high in power lately that the indifference of the public was scandalous. There was considerable talk about the "sanctity" of the Bosch and its neighborhood. However, royal sentiment or some other potent force seems to have prevailed.

THE BEGGAR AT LUNCH.—J. Stanley Todd, the portrait painter, was talking about the beggars of different lands. "I have met," said Mr. Todd, "beggars of every description—shy beggars, blustering ones, old beggars, robust ones—but the most remarkable beggar of the lot was a man whom I never met, yet whom I never, assuredly, will forget. All I saw of this beggar was his hat and his chair. The chair stood on a corner of the Rue St. Lazare, in Paris. The hat lay on the chair with a few coppers in it, and behind the hat was a placard reading 'Please don't forget the beggar, who is now taking his luncheon.'"



The Old Castle and Tower, Thun, Switzerland.

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FOREIGN NOTES OF INTEREST.

The greatest accumulation of coin in the world at present is that held by the Bank of France. At the beginning of August this amounted, in round figures, to 2,702,292,000 francs in gold, and 1,125,920,000 francs in silver; a total of 3,828,212,000 francs, or $765,642,400 in United States currency.

France is spending large sums in having maps made of her possessions in West Africa. One map in seventeen parts has just been issued by the Army Department and surveys are in progress for a larger one in sixty parts.

Mr. Louis Tas, one of the best-known diamond brokers, estimates the output of the De Beers mines annually at £2,900,000, and of other mines at £973,300. Add to this the cost of labor, the profits of the syndicate, etc., and he thinks that the annual output of diamonds is worth about £7,065,500.—Exchange.

Spain is getting to be a great source of supply for fruit consumed in England. Excellent melons, something like American cantaloupes, are imported from Spain, and can be bought in Liverpool at prices ranging from 6 to 16 cents during the season.

To many the nature of Russia's religion is only vaguely understood. Christianity was introduced into the country in the ninth century. The established church, says our authority, is identical in doctrine with the Greek Church. The liturgy, which is read in Slavonic, is the one used originally by the church at Constantinople. Until recently, any form of dissent was not tolerated. Under the laws of Alexander II., Catholics and Protestants have equal rights with members of the established church.—Harper's Weekly.

Dr. Welwitsch brings news of a wonderful tree which he found growing in the west of Africa and named for himself, the welwitsch. The extraordinary proportions of a trunk four feet in diameter, with a height of only one foot, make the plant look like a round table. The tree never has more than two leaves, and these are the seed leaves, which appeared when the plant first began to grow, and which it never sheds or replaces with others.

There has always been much curiosity, as well as much diversity of opinion, about the population of China. The latest estimate is based upon a census, taken by order of the Imperial Government, for the purpose of reassessing taxes. It gives to China proper, including the 18 provinces, 407,737,325 people. Manchuria is credited with 8,500,000, Mongolia with 3,354,000, Tiet with 6,430.000 and Chinese Turkestan with 426,000, making a grand total of 426,447,325.

During the entire year 1903 only 2,130 persons were admitted to citizenship under the naturalization laws of France. Of this number 1,462 had lived in France 10 years before becoming citizens; 1,013 were naturalized after three years' residence required by law, while 46 were naturalized after a residence of one year, this short residence only being required of those who take out their papers simultaneously with their parents.

Geese are driven to the great Prague fair with their feet incased in tar boots to prevent injury.

The first Japanese newspaper was published in 1863, only forty-one years ago, and contained some news translated from the Dutch papers. To-day Japan has over one thousand five hundred daily newspapers and periodicals. Tokio has over twenty. The Japan Times of Tokio is published in English, but is edited exclusively by Japanese.

A French inventor has improved the mariner's compass so that by means of a recording needle it registers the constant course of the ship. Errors in steering and the deflection of the ship from her true course by careless handling can thus be checked immediately without waiting for astronomical observations and calculations.

According to the Hong Kong Press, the Chinese have a peculiar custom with regard to turtles, which they consider as very good joss. Almost any day one can see these creatures, some of them of huge size, being carried on board the river steamers, not to be taken to Canton for culinary purposes, but to be dumped into the sea, and restored to liberty and freedom. Good luck is thought to follow. Certainly it is good luck for the turtles.

The total Jewish population of the world is estimated at 10,671,832. The United States has 1,127,286; Austria-Hungary, 2,071,254; Germany, 586,948; Russia, 5,189,401; Turkey, 350,000; the British Empire, 276,614; Morocco, 150,000; Abyssinia, 120,000, and other nations less numbers. France has only 80,000 against Germany's population of nearly 600,000, Norway and Sweden together have only 3,402, and, strange to say, Spain has only 402 Jews within her boundairies.

The most extraordinary pearl—or rather cluster of pearls—known as "The Southern Cross," is owned by a syndicate of Australian gentlemen, who value it at $50,000. So far as is known, it occupies an absolutely unique position. It consists of nine pearls, naturally grown together in so regular a manner as to form a perfect Latin cross. The pearl was discovered by a pearl fisher at Roebourne, West Australia. The first owner regarded it with so much superstition that he buried it; but it was discovered in 1874, and five years later was placed on exhibition in Australia.—Exchange.

There is a mysterious country at the border of Tibet, Abar, of which the Tibetans profess to know nothing. They tell the most extravagant tales of its inhabitants. They say they are cannibals on occasions, but that they live generally on grass, which they munch on all fours like animals. The men, the Tibetans insist, have horns growing behind their ears. They wear no clothes, and carry offensive weapons. When fighting among themselves they rend each other with their teeth and nails. They are afraid of strangers. The Tibetans would long ago have possessed themselves of the Abars country, but Lamas forbid them to enter regions "inhabited by devils." With regard to the course of the Sanpo, the Tibetans say that the river runs into a great hole in the earth shortly after passing a place called Gyalong.

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THE JOKER'S PAGE.

A FEW SUPERSTITIONS.

Some people otherwise sensible will draw back rather than walk under a ladder. Even strong-minded women hesitate to show their contempt of this superstition when they hear that it prevents the single from marrying for that year and to the married it betokens death. The Dutch hold that it was a sign that you would be hanged, because of the important part which a ladder used formerly to play in the last act of the law. A Scotch tradition holds it lucky to wish when going under a ladder.

To miss the mouth in eating and drop one's victuals is a sign of approaching sickness. Every time one turns a loaf upside down a ship is wrecked. On this the Dutch say: "If a loaf lies topsy-turvy it is not good." Scott, in "The Tales of a Grandfather," says: "Never turn a loaf in the presence of a Menteith." Hazlitt in his "English Proverbs," quotes: "Are there traitors at the table that the loaf is turned the wrong side upward?"

That ill-fortune attended the spilling of salt is an idea arising from the belief of the ancients that salt was incorruptible. It was therefore made the symbol of friendship and if it fell casually the ancients thought their friendship would not be of long duration. In Leonardo da Vinci's "Last Supper the betrayer is represented in the act of spilling salt.—Exchange.

A QUESTION OF ACCENT.

Francis Wilson says that Maurice Barrymore once made the rounds of the offices of the theatrical managers in London, trying to get them to put on a new play that Barrymore himself had written. One of the managers to whom Barrymore had read the play seemed much impressed. Before their interview had ended, it had been decided to give the piece an early production and to have Barrymore "do" the leading role. About a week after what Barrymore had supposed was the definitely agreed-upon arrangement had been reached, the actor received a note from the manager asking him to call. When Barrymore responded to the summons the manager said:

"I like the play, old fellow, and I'm going to give it a fine production; but, really, I don't see how I can use you in the cast. Your beastly American accent won't do at all, you know. They don't like it here."

"That's odd," said Barrymore; "they tell me on the other side that I won't do on account of my beastly English accent. What on earth am I to do—give recitations on the transatlantic steamers?

Room For Another Monument.—*Tourist*—"I say, guide, what does that memorial stone commemorate?" *Guide*—"I put it there. It was upon that spot a tourist once gave me five francs."—Tit-Bits.

HE PREFERRED PEEBLES.

Andrew Carnegie, at a recent dinner in New York, talked about Peebles, says the Kansas City Journal.

"Peebles," said Mr. Carnegie, "would strike the stranger as a bleak place. Despite its waulk mills, despite its black cattle and its black-faced sheep, despite its River Tweed and its handsome bridge across the Tweed, Peebles is not a parish to strike the visitor as gay or lively.

"Nevertheless, the inhabitants of Peebles love their home. They are an odd people, a people gifted with the power of saying amusing, memorable things.

"An old Peebles sheepraiser once got together a little money and made a journey to Paris. Paris, he had heard, was the most joyous, the most beautiful city in the world. Therefore, he would see it before he died.

"On his return, a month or so later, his friends gathered round him.

"'Tell us,' they said, 'what Paris is like. Tell us how it compares with the Scottish cities you have seen.'

"The old man compressed his lips. Then he said, rubbing his chin with a reflective look:

"'Paris, all things considered, is a wonderful place; but, still, give me Peebles for pleasure.'"

A Popular Play.—Young Professor (who has taken her down to dinner)—"By the way, Miss Gaswell, have you ever seen the nebula of Andromeda?"

Miss Gaswell—"No; I was abroad with papa and mamma when that was played. But I've heard that it drew crowded houses."—Chicago Tribune.

It Was His Move.—A young lady went into a well-known establishment a few days ago and said to the shopwalker: "Do you keep stationery?"

"No, miss," replied the shopwalker; "If I did I should lose my job."—Tit-Bits.

The lordling had just arrived at the tiny North Wales railway station, and John Evans Jones, the porter, had just fetched from out the guard's van a store of luggage, which included many portmanteaus, a camera, fishing and golf tackle, and oh—far worse than all beside—a particularly ferocious bulldog.

"Aw, portah," commanded his lordship, "just put—aw—my portmanteaus, cameraw, etceteraw, on a cab, will yaw?" John Evans Jones surveyed the bulldog dubiously. "Yes, sir," he said slowly. "Er—Etceteraw won't bite, will he, sir?"

The Equator.—Master Tom—I say, Mummie, I didn't know the equator was like that.

Mother—What are you talking about, child?

Master Tom—Well, Miss Teachem told us it was "a menagerie lion" going round the world!—Punch.

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NORTH GERMAN LLOYD BULLETIN

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AN INTERESTING COMPARISON.

Thus, while it has been customary to speak of the internal commerce of the United States as equal to the entire international commerce of the world, it appears from this statement that the actual value of the merchandise entering into the internal commerce of the United States is practically twice as great as that entering the international commerce of the world.

Europe, of course, supplies a very large proportion of the world's international commerce, both as to exports and imports. The exports of Europe amount to $6,498,000,000, out of a total of $10,515,000,000 exports of all the countries of the world, and her imports are $8,301,000,000, out of a total of $11,809,000,000 of the total imports of all the countries of the world. Thus Europe's total international commerce, combining imports and exports, amounts to practically 15 billion dollars, out of a total of 22 billions of combined imports and exports.

Of the $8,301,000,000 of imports into Europe, $1,202,500,000, or 14.48 per cent., are from the United States, and of the $6,498,000,000 of exports, $407,858,000, or 6.27 per cent., were sent to the United States.—Harpers Weekly.

Paris Cosmos says the marks of tattooing can be removed by pouring on a solution of tannin, which hardens skin, pricking the surface with a needle and then rubbing hard with a nitrate of silver pencil. The skin comes off in a week or two and takes the tattoo marks with it.

FOR TRAVELERS TO THE ORIENT.

The number of travelers visiting Egypt, the East Indies, the Indian Islands, or Eastern Asia, either for pleasure's or for recuperation's sake, increases every year. The North German Lloyd, whose Imperial Mail steamers ply in these waters, has always endeavored to improve the service in regard to advantageous connections, speed and, especially, the comfortable furnishing of the steamers.

In the Imperial Mail service, too, some important improvements have been introduced and are sure to be highly appreciated by tourists intending to visit the East Indies. The North German Lloyd henceforth issues tickets to Bombay, which entitle the passengers to travel by an Imperial Mail steamer to Port Said and thence proceed by a steamer of the Austrian Lloyd to Bombay. By buying one of the new through tickets, the tourist is able to travel as long as possible in a German Mail steamer, and the passage will not cost him any more than if he traveled all the way by a steamer of a foreign company.

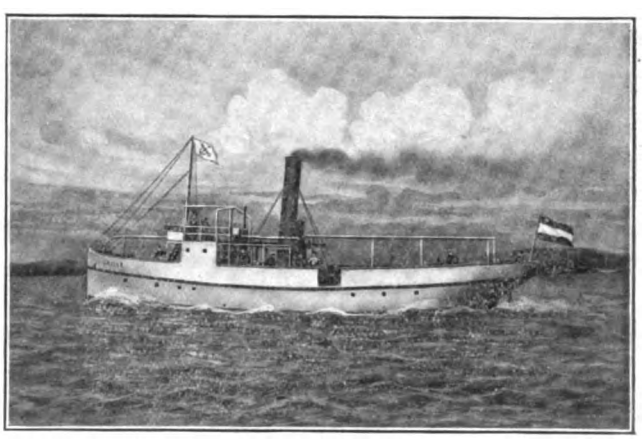
NEW SERVICE.

Marseilles—Naples—Alexandria.

In addition to the Imperial Mail lines the North German Lloyd has opened a new line between Marseilles, Naples and Alexandria.

THE SPECIAL TENDER AT GIBRALTAR.

A special tender of the North German Lloyd is in service in landing passengers from their steamers at Gibraltar. Formerly passengers landing and embarking at Gibraltar were obliged to avail themselves of small steam-launches or rowboats, and the introduction of a special tender for passengers has contributed very materially to the greater comfort and safety of passengers at Gibraltar. The small tender, which bears the name Grille, is built of wood, and with special reference to the local requirements at Gibraltar. Her length is 79 feet 8 inches; beam, 18 feet; and depth, 9 feet 10 inches. A handsomely appointed cabin furnishes ample



The Special North German Lloyd Tender Grille, used for Landing Passengers at Gibraltar.

accommodation for passengers in bad weather. Her construction is very strong. The vessel has been fitted with all conveniences. The extensive deck is provided with benches at the railing, and its whole length covered with an awning. Amidships there are two deckhouses connected by a platform, from which passengers disembark and embark from the transatlantic steamer. As protection against the rain a pleasant saloon is provided under deck, aft. The motive power consist in a compound engine of about 150 horse power, giving a speed of about ten knots. Fare: One shilling each way.

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North German Lloyd Steamship Company.

TWIN SCREW EXPRESS SERVICE

KAISER WILHELM II.

KRONPRINZ WILHELM.

KAISER WILHELM DER GROSSE.

TWIN SCREW PASSENGER SERVICE

Barbarossa. Bremen. Friedrich der Grosse. Grosser Kurfuerst. Koenigin Luise. Koenig Albert. Prinzess Irene. Prinzess Alice. Rhein. Main. Neckar.

PROPOSED SAILINGS (Subject to Change.)

From Europe.

DEPARTURES From Bremen	DEPARTURES From Southampton	DEPARTURES From Cherbourg	Due at New York	STEAMERS.
Special Train leaves between 7 and 8 a.m.	Special Train leaves London Waterloo Station 9:35 a. m.	Special Train leaves Paris St. Lazare, at 9.20 a.m.		
Jan. 24	Jan. 25	Jan. 25	Jan. 31	KAISER WILHELM DER GROSSE
Jan. 21	.....	.....	Feb. 3	Hannover
Jan. 28	....	.....	Feb. 9	Main
Feb. 7	Feb. 8	Feb. 8	Feb. 14	KRONPRINZ WILHELM
Feb. 4	.....	Feb. 5	Feb. 16	Barbarossa
Feb. 11	.....	.....	Feb. 23	Breslau
Feb. 21	Feb. 22	Feb. 22	Feb. 28	KAISER WILHELM DER GROSSE
Feb. 18	.....	Feb. 19	Feb. 28	Grosser Kurfuerst
Feb. 25	.....	.....	Mar. 9	Brandenburg
Mar. 7	Mar. 8	Mar. 8	Mar. 14	KRONPRINZ WILHELM
Mar. 4	.....	.....	Mar. 16	Main
Mar. 11	.....	Mar. 12	Mar. 21	Barbarossa
Mar. 21	Mar. 22	Mar. 22	Mar. 28	KAISER WILHELM DER GROSSE
Mar. 18	.....	.....	Mar. 30	Cassel
Mar. 25	....	Mar. 26	Apr. 4	Grosser Kurfuerst
Apr. 4	Apr. 5	Apr. 5	Apr. 11	KAISER WILHELM II
Apr. 1	.....	.....	Apr. 13	Rhein
.....	.....	.....	.....	Neckar
Apr. 8	.....	.....	Apr. 20	Brandenburg
Apr. 18	Apr. 19	Apr. 19	Apr. 25	KRONPRINZ WILHELM
Apr. 15	.....	Apr. 16	Apr. 25	Barbarossa
Apr. 25	Apr. 26	Apr. 26	May 2	KAISER WILHELM DER GROSSE
Apr. 22	.....	Apr. 23	May 2	Friedrich Der Grosse
May 2	May 3	May 3	May 9	KAISER WILHELM II
Apr. 29	.....	Apr. 30	May 9	Grosser Kurfuerst
May 6	.....	May 7	May 16	Prinzess Alice
May 16	May 17	May 17	May 23	KRONPRINZ WILHELM
May 13	.....	May 14	May 23	Bremen
May 23	May 24	May 24	May 30	KAISER WILHELM DER GROSSE
May 20	.....	May 21	May 30	Barbarossa
May 30	May 31	May 31	June 6	KAISER WILHELM II
May 27	.....	May 28	June 6	Friedrich der Grosse
June 3	.....	June 4	June 13	Grosser Kurfuerst
June 13	June 14	June 14	June 20	KRONPRINZ WILHELM
June 10	June 11	.....	June 20	Prinzess Alice
June 20	June 21	June 21	June 27	KAISER WILHELM DER GROSSE

Departures From New York.

FROM NEW YORK. 1905	Due at Plymouth	Due at Cherbourg	Due at Bremen
	Special Train awaits arrival of Steamers from New York	Special Train awaits arrival of Steamers from New York	Special Train awaits arrival of Steamers from New York
Tues., Feb. 7.....10 A. M.	Feb. 13	Feb. 13	Feb. 14
....Proceeds to Galveston...	.. ....	.....	.....
Tues., Feb. 14.....10 A. M.	.....	.....	Feb. 26
Tues., Feb. 21.....7.30 A. M.	Feb. 27	Feb. 27	Feb. 28
Thur., Feb. 23.....10 A. M	Mar. 4	Mar. 4	Mar. 5
Tues., Feb. 28.....Noon	.....	.....	Mar. 12
Tues., Mar. 7.....10 A. M.	Mar. 13	Mar. 13	Mar. 14
Thur., Mar. 9.....11 A. M.	Mar. 18	Mar. 18	Mar. 19
Tues., Mar. 14.....10 A. M.	.....	.....	Mar. 26
Tues., Mar. 21..... 6 A. M.	Mar. 27	Mar. 27	Mar. 28
Thur., Mar. 23.....10 A. M.	.....	.....	Apr. 4
Tues., Mar. 28 .....10 A. M.	Apr. 6	Apr. 6	Apr. 7
Tues., Apr. 4.....10 A. M.	Apr. 10	Apr. 10	Apr. 11
Thur., Apr. 6.....10 A. M.	... ...	.....	Apr. 18
Tues., Apr. 11..... 10 A. M.	Apr. 20	Apr. 20	Apr. 21
Tues., Apr. 18..... .... 5 A. M.	Apr. 24	Apr. 24	Apr. 25
Thur., Apr. 20..... 10 A. M.	.. ....	... .	May 2
Tues., Apr. 25.....10 A. M.	.....	.....	May 7
Thur., Apr. 27.....10 A. M.	.....	....	May 9
Tues., May 2 ..... 5 A. M.	May 8	May 8	May 9
Thur., May 4 .. ..10 A. M.	May 13	May 13	May 14
Tues., May 9.....10 A. M.	May 15	May 15	May 16
Thur., May 11... .....10 A. M.	May 20	May 20	May 21
Tues., May 16..... 1 P. M.	May 22	May 22	May 23
Thur., May 18.....10 A. M.	May 27	May 27	May 28
Tues., May 23..... ..10 A. M.	June 1	June 1	June 2
Tues., May 30... ..... 1 P. M.	June 5	June 5	June 6
Thur., June 1 .....10 A. M.	June 10	June 10	June 11
Tues., June 6 ..... 10 A. M.	June 12	June 12	June 13
Thur., June 8 ....10 A. M.	June 17	June 17	June 18
Tues., June 13..... Noon	June 19	June 19	June 20
Thur., June 15 .....10 A. M.	June 24	June 24	June 25
Tues., June 20..... 10 A. M.	June 29	June 29	June 30
Tues., June 27..... 11 A. M.	July 3	July 3	July 4
Thur., June 29..... 10 A. M.	July 8	July 8	July 9
Tues., July 4.....10 A. M.	July 10	July 10	July 11

STEAMERS **DO NOT** CALL AT PORTS WHERE DATE IS OMITTED.

NORTH GERMAN LLOYD PIERS, HOBOKEN, NEW JERSEY.

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North German Lloyd Steamship Company.

PROPOSED SAILINGS (Subject to Change.)

From Mediterranean Ports

DEPARTURES From GENOA	DEPARTURES From NAPLES	DEPARTURES From Gibraltar	DUE at New York
.....	Jan. 24	.....	Feb. 5
Feb. 2	Feb. 3	Feb. 6	Feb. 15
.....	.....	.....	.....
Feb. 16	Feb. 17	Feb. 20	Mar. 1
Feb. 23	Feb. 24	Feb. 27	Mar. 8
.....	Mar. 2	.....	Mar. 16
Mar. 9	Mar. 10	Mar. 13	Mar. 22
Mar. 15	Mar. 16	Mar. 19	Mar. 28
Mar. 23	Mar. 24	Mar 27	Apr. 5
Mar. 30	Mar. 31	Apr. 3	Apr. 12
.....	Apr. 7	.....	Apr. 21
Apr. 13	Apr. 14	Apr. 17	Apr. 26
Apr. 20	Apr. 21	Apr. 24	May 2
Apr. 27	Apr. 28	May 1	May 10
May 4	May 5	May 8	May 17
.....	May 12	.....	May 24
May 18	May 19	May 22	May 31
June 1	June 2	June 5	June 14
June 8	June 9	June 12	June 21
June 22	June 23	June 26	July 5
July 6	July 7	July 10	July 19

To Mediterranean Ports

FROM NEW YORK STEAMSHIPS	DATE	DUE at Gibraltar	DUE at NAPLES	DUE at GENOA
	1905			
.....Neckar.....	Sat., Feb. 11.....11 a. m.	Feb. 21	Feb. 24	.
.....Prinzess Irene.....	Sat., Feb. 18.....11 a. m	Feb. 27	Mar. *2	Mar. 3
.....Weimar.....	Sat., Feb. 25.....11 a. m.	Mar. 6	Mar. 9	Mar. 10
.....Koenig Albert.....	Sat., Mar. 4.....11 a. m.	Mar. 13	Mar. *16	Mar. 17
.....Koenigin Luise.....	Sat., Mar. 11.....11 a. m.	Mar. 20	Mar. 23	Mar. 24
.....Neckar.....	Sat., Mar. 18.....11 a. m.	Mar. 28	Mar. *31	.....
.....Prinzess Irene.....	Sat., Mar. 25.....11 a. m.	Apr. 3	Apr. *6	Apr 7
.....Weimar.....	Sat., Apr. 1.....11 a. m.	.....	Apr. 13	Apr. 14
.....Koenig Albert.....	Sat., Apr. 8.....11 a. m.	Apr. 17	Apr. *20	Apr. 21
.....Koenigin Luise.....	Sat., Apr. 15.....11 a. m.	Apr. 24	Apr. *27	Apr. 28
.....Neckar.....	Sat., Apr. 22.....11 a. m.	.....	May 5	.....
.....Prinzess Irene.....	Sat., Apr. 29.....11 a. m.	May 8	May *11	May 12
.....Weimar.....	.....	.....	.....	.....
.....Koenig Albert.....	Sat., May 13.....11 a. m.	May 22	May *25	May 26
.....Koenigin Luise.....	Sat., May 20.....11 a. m.	May 29	June 1	June 2
.....Neckar.....	.....	.....	.....	.....
.....Prinzess Irene.....	Sat., June 3.....11 a. m.	June 12	June 15	June 16
.....Koenig Albert.....	Sat., June 17.....11 a. m.	June 26	June 29	June 30
.....Koenigin Luise.....	Sat., June 24.....11 a. m.	July 3	July 6	July 7
.....Prinzess Irene.....	Sat., July 8.....11 a. m.	July 17	July 20	July 21
.....Koenig Albert.....	Sat., July 22.....11 a. m.	July 31	Aug. 3	Aug. 4

STEAMERS **DO NOT** CALL AT PORTS WHERE DATE IS OMITTED.

NORTH GERMAN LLOYD PIERS, HOBOKEN, NEW JERSEY.

All steamers now carry **Second Cabin** passengers TO or FROM Mediterranean Ports.
Second Cabin rate to or from Genoa, Naples or Gibraltar **$55** per adult. Children under 12 years half fare.

Through Tickets to Asia and Australia from New York by the North German Lloyd Mediterranean Service via Naples and the North German Lloyd Imperial Mail Steamers to the East.

*Connecting at NAPLES with North German Lloyd Steamship **Schleswig** for ALEXANDRIA.

FIRST CABIN ROUND-TRIP OR EXCURSION TICKETS.

MEDITERRANEAN SERVICE

A reduction of 10 per cent. of the return fare only is made if both trips take place in the Season.

Season dates { **From New York: May 1 to July 15.** / **From Europe: Aug. 15 to Oct. 1.**

In all other cases a **reduction of ten per cent.** on the **combined outward and homeward rate is** made. These tickets are limited to one year and may be used on any steamer of the line on which there is accommodation vacant at the rate paid for. Accommodation will be reserved in advance only when round-trip tickets are purchased before departure from New York.

NORTHERN SERVICE.

1. **A Reduction of 10 per cent.** on the combined outward and homeward rate is made if both trips take place OUT OF SEASON.

Out of Season dates { **From New York: Before May 1, and after July 17.** / **From Europe: Before Aug. 1, and after Nov. 1.**

2. **A Reduction of 10 per cent.** of the return fare only is made if both trips take place in the HEIGHT OF THE SEASON.

Height of Season dates { **From New York: May 1 to July 17.** / **From Europe: Aug. 1 to Nov. 1.**

3. **A Reduction of 10 per cent.** of the return fare only is made if one trip is made OUT OF SEASON and the other during the HEIGHT OF THE SEASON.

Passengers holding North German Lloyd Return Tickets (Northern or Mediterranean Service) have the option of returning by Northern or Mediterranean Services or by any of the following lines, subject to the rules and conditions of the line by which passage is taken and to the payment of difference in fare, if any:—*American Line, Atlantic Transport Line, Cie Gle. Transatlantique, Dominion Line, Hamburg-American Line, Holland-America Line, Leyland Line, Red Star Line, White Star Line.*

RETURN TICKETS are good only for accommodation at the rate specified therein. If no accommodation at the rate paid is available, and superior accommodation be desired, the difference will have to be paid by the passenger.

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North German Lloyd Steamship Company.

CHINA LINE. Outward Bound. 1905.

LEAVES	S. S. Prinzess Alice Voy. 311	S. S. Prinz Reg. Luitpold Voy. 312	S. S. Prinz Heinrich Voy. 313	S. S. Prinz Eitel Fried. Voy. 314	S. S. Voy. 315	S. S. Roon Voy. 316	S. S. Bayern Voy. 317	S. S. Zieten Voy. 318	S. S. Sachsen Voy. 319	S. S. Gneisenau Voy. 320	S. S. Scharnhorst Voy. 321	S. S. Preussen Voy. 322	S. S Prinz Eitel Fried. Voy. 323	S. S. Voy. 324	S. S.
Bremen.....(Wed.)	.....	Jan. 18	.....	Feb. 15	...	Mar. 15	.....	Apr. 12	.....	May 10	.....	June 7	.....	July 5	.....
Hamburg.....(Thur.)	Jan. 5	.....	Feb. 2	.....	Mar. 2	.....	Mar. 30	.....	Apr. 27	.....	May 25	.....	June 22	.....	.....
Rotterdam.....(arr. Thur.)	.....	Jan. 19	.....	Feb. 16	.....	Mar. 16	.....	Apr. 13	....	May 11	.....	June 8	.....	July 6	.....
Antwerp.....(Mon.)	Jan. 9	Jan. 23	Feb. 6	Feb. 20	Mar. 6	Mar. 20	Apr. 3	Apr. 17	May 1	May 15	May 29	June 12	June 26	July 10	.....
Southampton.....(Tues.)	Jan. 10	Jan. 24	Feb. 7	Feb. 21	Mar. 7	Mar. 21	Apr. 4	Apr. 18	May 2	May 16	May 30	June 13	June 27	July 11	.....
Gibraltar.....(Sat.)	Jan. 14	Jan. 28	Feb. 11	Feb. 25	Mar. 11	Mar. 25	Apr. 8	Apr. 22	May 6	May 20	June 3	June 17	July 1	July 15	.....
Genoa.....(Wed., 11 a.m.)	Jan. 18	Feb. 1	Feb. 15	Mar. 1	Mar. 15	Mar. 29	Apr. 12	Apr. 26	May 10	May 24	June 7	June 21	July 5	July 19	.....
Naples.....(arr. Thur., 9 a.m.)	Jan. 19	Feb. 2	Feb. 16	Mar. 2	Mar. 16	Mar. 30	Apr. 13	Apr. 27	May 11	May 25	June 8	June 22	July 6	July 20	.....
Naples .....(lve. Thur., 12 p.m.)	Jan. 19	Feb. 2	Feb. 16	Mar. 2	Mar. 16	Mar. 30	Apr. 13	Apr. 27	May 11	May 25	June 8	June 22	July 6	July 20	.....
Port Said.....(arr. Mon.)	Jan. 23	Feb. 6	Feb. 20	Mar. 6	Mar. 20	Apr. 3	Apr. 17	May 1	May 15	May 29	June 12	June 26	July 10	July 24	.....
Suez.....(arr. Tues.)	Jan. 24	Feb. 7	Feb. 21	Mar. 7	Mar. 21	Apr. 4	Apr. 18	May 2	May 16	May 30	June 13	June 27	July 11	July 25	.....
Aden.....(arr. Sat.)	Jan. 28	Feb. 11	Feb. 25	Mar. 11	Mar. 25	Apr. 8	Apr. 22	May 6	May 20	June 3	June 17	July 1	July 15	July 29	.....
Colombo.....(arr.)	Feb. 5	Feb. 19	Mar. 5	Mar. 18	Apr. 1	Apr. 15	Apr. 29	May 13	May 27	June 10	June 24	July 8	July 22	Aug. 5	.....
Penang.....(arr)	Feb. 10	Feb. 24	Mar. 10	Mar. 23	Apr. 6	Apr. 20	May 4	May 18	June 1	June 15	June 29	July 13	July 27	Aug. 10	.....
Singapore.....(arr.)	Feb. 11	Feb. 25	Mar. 11	Mar. 24	Apr. 7	Apr. 21	May 5	May 19	June 2	June 16	June 30	July 14	July 28	Aug. 11	.....
Hong Kong.....(arr)	Feb. 17	Mar. 3	Mar. 17	Mar. 30	Apr. 13	Apr. 27	May 11	May 25	June 8	June 22	July 6	July 20	Aug. 3	Aug. 17	.....
Shanghai (arr.)	Feb. 21	Mar. 7	Mar. 21	Apr. 3	Apr. 17	May 1	May 15	May 29	June 12	June 26	July 10	July 24	Aug. 7	Aug. 21	.....
Shanghai (lve.)	Feb. 23	Mar. 9	Mar 23	Apr. 5	Apr. 19	May 3	May 17	May 31	June 14	June 28	July 12	July 26	Aug. 9	Aug. 23	.....
Nagasaki.....arr.	Feb 24	Mar. 10	Mar 24	Apr. 6	Apr. 20	May 4	May 18	June 1	June 15	June 29	July 13	July 27	Aug. 10	Aug. 24	.....
Kobe (Hiogo).....(arr.)	Feb. 28	Mar. 12	Mar. 28	Apr. 7	Apr. 21	May 5	May 19	June 2	June 16	June 30	July 14	July 28	Aug. 11	Aug. 25	.....
Yokohama.....(arr.)	Feb. 28	Mar. 14	Mar. 28	Apr. 9	Apr. 23	May 7	May 21	June 4	June 18	July 2	July 16	July 30	Aug. 13	Aug. 27	.....

CHINA LINE. Homeward Bound. 1905.

LEAVES	S. S Bayern Voy. 308	S. S. Zieten Voy. 309	S. S. Sachsen Voy. 310	S. S. Princess Alice Voy. 311	S. S. Prinz Reg. Luitpold Voy. 312	S. S. Prinz Heinrich Voy. 313	S. S. Prinz Eitel Fried. Voy. 314	S. S. Voy. 315	S. S. Roon Voy. 316	S. S. Bayern Voy. 317	S. S. Zieten Voy. 318	S. S. Sachsen Voy. 319	S. S. Gneisenau Voy. 320	S. S. Scharnhorst Voy. 321	S. S. Preussen Voy. 322
Yokohama	Jan. 21	Feb. 4	Feb. 18	Mar. 4	Mar. 18	Apr. 1	Apr. 15	Apr. 29	May 13	May 27	June 10	June 24	July 8	July 22	Aug. 5
Kobe (Hiogo)	Jan. 23	Feb. 6	Feb. 20	Mar. 6	Mar. 20	Apr. 3	Apr. 17	May 1	May 15	May 29	June 12	June 26	July 10	July 24	Aug. 7
Nagasaki	Jan. 25	Feb. 8	Feb. 22	Mar. 8	Mar. 22	Apr. 5	Apr. 19	May 3	May 17	May 31	June 14	June 28	July 12	July 26	Aug. 9
Shanghai arr.	Jan. 26	Feb. 9	Feb. 23	Mar. 9	Mar. 23	Apr. 6	Apr. 20	May 4	May 18	June 1	June 15	June 29	July 13	July 27	Aug. 10
Shanghai lve	Jan. 28	Feb. 11	Feb. 25	Mar. 11	Mar. 25	Apr. 8	Apr. 22	May 6	May 20	June 3	June 17	July 1	July 15	July 29	Aug. 12
Hong Kong	Feb. 1	Feb. 15	Mar. 1	Mar. 15	Mar. 29	Apr. 12	Apr. 26	May 10	May 25	June 8	June 22	July 6	July 20	Aug. 3	Aug. 17
Singapore	Feb. 6	Feb. 20	Mar. 6	Mar. 20	Apr. 3	Apr. 17	May 1	May 15	May 30	June 13	June 27	July 11	July 25	Aug. 8	Aug. 22
Penang	Feb. 8	Feb 22	Mar. 8	Mar. 22	Apr. 5	Apr. 19	May 3	May 17	June 1	June 15	June 29	July 13	July 27	Aug 10	Aug. 24
Colombo	Feb. 12	Feb. 26	Mar. 12	Mar. 26	Apr. 9	Apr. 23	May 8	May 22	June 6	June 20	July 4	July 18	Aug. 1	Aug. 15	Aug. 29
Aden	Feb. 19	Mar. 5	Mar. 19	Apr. 2	Apr. 16	Apr. 30	May 16	May 30	June 14	June 28	July 12	July 26	Aug. 9	Aug. 23	Sept. 6
Suez	Feb. 23	Mar. 9	Mar. 23	Apr. 6	Apr. 20	May 4	May 20	June 3	June 18	July 2	July 16	July 30	Aug. 13	Aug 27	Sept. 10
Port Said	Feb. 25	Mar. 11	Mar. 25	Apr. 8	Apr. 22	May 6	May 21	June 4	June 19	July 3	July 17	July 31	Aug 14	Aug. 28	Sept. 11
Naples arr.	Feb. 28	Mar. 14	Mar. 28	Apr. 11	Apr. 25	May 9	May 24	Jun- 7	June 22	July 6	July 20	Aug. 3	Aug. 17	Aug. 31	Sept. 14
Naples lve.	Mar. 1	Mar 15	Mar. 29	Apr. 12	Apr. 26	May 10	May 25	June 8	June 23	July 7	July 21	Aug. 4	Aug. 18	Sept. 1	Sept. 15
Genoa	Mar. 2	Mar. 16	Mar. 30	Apr. 13	Apr. 27	May 11	May 26	June 9	June 24	July 8	July 22	Aug. 5	Aug. 19	Sept. 2	Sept. 16
Gibraltar	Mar. 6	Mar. 20	Apr. 3	Apr. 17	May 1	May 15	May 30	June 13	June 28	July 12	July 26	Aug. 9	Aug. 23	Sept. 6	Sept. 20
Southampton	Mar 10	Mar. 24	Apr. 7	Apr. 21	May 5	May 19	June 3	June 17	July 2	July 16	July 30	Aug. 13	Aug. 27	Sept 10	Sept. 24
Antwerp	Mar. 11	Mar. 25	Apr. 8	Apr. 22	May 6	May 20	June 4	June 18	July 3	July 17	July 31	Aug. 14	Aug. 28	Sept 11	Sept. 25
Amsterdam	.....	.....	.....	... ..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.. ..
Hamburg	Mar. 14	.....	Apr. 11	.....	May 9	.....	June 7	.....	July 6	.....	Aug. 3	Aug 17	Aug 31	.....	Sept. 28
Bremen	.....	Mar. 28	.....	Apr. 25	.....	May 23	....	June 21	.....	July 20	.....	.....	.....	Sept 14	.....

Proposed Sailings of Twin-Screw Steamship "Schleswig" and "Hohenzollern," between Marseilles, Naples, Alexandria and Return.

TIME TABLE

STEAMERS.	MARSEILLES	NAPLES		ALEXANDRIA		NAPLES		MARSEILLES
	Leave Wednesdays, 3 p. m.	Arrive Thursdays	Leave Fri., 10 a. m.	Arrive Mondays	Leave Wed., 5 p.m.	Arrive Saturdays	Leave Sun., 4 p.m.	Arrive Tuesday
Schleswig	Feb 1	Feb. 2	Feb. *3	Feb. 6	Feb. 8	Feb. 11	Feb. 12	Feb 14
Hohenzollern	Feb 8	Feb. 9	Feb. *10	Feb. 13	Feb. 15	Feb. 18	Feb. 19	Feb 21
Schleswig	Feb. 15	Feb. 16	Feb. 17	Feb. 20	Feb. 22	Feb. 25	Feb. 26	Feb 28
Hohenzollern	Feb 22	Feb. 23	Feb. *24	Feb. 27	March 1	March 4	March 5	March 7
Schleswig	March.....1	March 2	March *3	March 6	March 8	March 11	March 12	March.....14
Hohenzollern	March.....8	March 9	March 10	March 13	March 15	March 18	March 19	March.....21
Schleswig	March.....15	March 16	March *17	March 20	March 22	March 25	March 26	March 28
Hohenzollern	March.....29	March 30	March *31	April 3	April 5	April 8	April 9	April.....11
Schleswig	April.....5	April 6	April *7	April 10	April 12	April 15	April 16	April 18
Hohenzollern	April 12	April 13	April 14	April 17	April 19	April 22	April 23	April 25
Schleswig	April 19	April 20	April *21	April 24	April 26	April 29	April 30	May 2

*Connections made at NAPLES with steamer arriving from New York. Train leaves ALEXANDRIA 3.35 p. m., arriving at CAIRO 7.25 p.m.

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North German Lloyd Steamship Company.

AUSTRALIAN LINE. Outward Bound, 1905.

LEAVES	S. S. Seydlitz Voy. 257	S. S. Oldenburg Voy. 258	S. S. Gera Voy. 259	S. S. Prinz Reg. Luitpold Voy. 260	S. S. Darmstadt Voy. 261	S. S. Seydlitz Voy. 262	S. S. Zieten Voy. 263	S. S. Barbarossa Voy. 264	S. S. Bremen Voy. 265	S. S. Grosser Kurfurst Voy. 266	S. S. Seydlitz Voy. 267
Bremen .....(Wed.)	Feb. 22	Mar. 22	Apr. 19	May 17	June 14	July 12	Aug. 9	Sept. 6	Oct. 4	Nov. 1	Nov. 29
Antwerp.... .....(Sun.)	Feb. 26	Mar. 26	Apr. 23	May 21	June 18	July 16	Aug. 13	Sept. 10	Oct. 8	Nov. 5	Dec. 3
Southampton ...(Mon.)	Feb. 27	Mar. 27	Apr. 24	May 22	June 19	July 17	Aug. 14	Sept. 11	Oct. 9	Nov. 6	Dec. 4
Genoa (Tue., 10 a. m.)	Mar. 7	Apr. 4	May 2	May 30	June 27	July 25	Aug. 22	Sept. 19	Oct. 17	Nov. 14	Dec. 12
Naples..(arr. Wed. a.m.)	Mar. 8	Apr. 5	May 3	May 31	June 28	July 26	Aug. 23	Sept. 20	Oct. 18	Nov. 15	Dec. 13
Naples (lve. Wed. 10 p.m.)	Mar. 8	Apr. 5	May 3	May 31	June 28	July 26	Aug. 23	Sept. 20	Oct. 18	Nov. 15	Dec. 13
Port Said .....(Sun.)	Mar. 12	Apr. 9	May 7	June 4	July 2	July 30	Aug. 27	Sept. 24	Oct. 22	Nov 19	Dec. 17
Suez.....(Mon.)	Mar. 13	Apr. 10	May 8	June 5	July 3	July 31	Aug. 28	Sept. 25	Oct. 23	Nov. 20	Dec. 18
Aden .....(Sat.)	Mar. 18	Apr. 15	May 13	June 10	July 8	Aug. 5	Sept. 2	Sept 30	Oct. 28	Nov. 25	Dec. 23
Colombo..... ....(Sat.)	Mar. 25	Apr. 22	May 20	June 17	July 15	Aug. 12	Sept. 9	Oct. 7	Nov. 4	Dec 2	Dec. 30
Fremantle.....(Thurs.)	Apr. 6	May 4	June 1	June 29	July 27	Aug. 24	Sept. 21	Oct. 19	Nov 16	Dec. 14	Jan. '6, 11
Adelaide.....(Tues.)	Apr. 11	May 9	June 6	July 4	Aug. 1	Aug. 29	Sept. 26	Oct. 24	Nov. 21	Dec. 19	Jan. 16
Melbourne.....(Fri.)	Apr. 14	May 12	June 9	July 7	Aug. 4	Sept. 1	Sept. 29	Oct. 27	Nov. 24	Dec. 22	Jan. 19
Sydney.....(Mon.)	Apr. 17	May 15	June 12	July 10	Aug. 7	Sept. 4	Oct. 2	Oct. 30	Nov. 27	Dec. 25	Jan. 22

AUSTRALIAN LINE. Homeward Bound, 1905.

LEAVES	S. S. Gneisenau Voy. 252	S. S. Rhein Voy. 253	S. S. Friedrich der Grosse Voy. 254	S. S. Bremen Voy. 255	S. S. Scharnhorst Voy. 256	S. S. Seydlitz Voy. 257	S. S. Oldenburg Voy. 258	S. S. Gera Voy. 259	S. S. Prinz Reg. Luitpold Voy. 260	S. S. Darmstadt Voy. 261	S. S. Seydlitz Voy. 262	S. S. Zieten Voy. 263	S. S. Barbarossa Voy. 264
Sydney..... .(Sat.)	Jan. 7	Jan. 28	Feb. 18	Mar. 11	Apr. 1	Apr. 29	May 27	June 24	July 22	Aug. 19	Sept. 16	Oct. 14	Nov. 11
Melbourne.....	Jan. 9	Jan. 30	Feb. 20	Mar. 13	Apr. 3	May 1	May 29	June 26	July 24	Aug. 21	Sept. 18	Oct. 16	Nov. 13
Adelaide.....	Jan. 14	Feb. 4	Feb. 25	Mar. 18	Apr. 8	May 6	June 3	July 1	July 29	Aug. 26	Sept. 23	Oct. 21	Nov. 18
Fremantle.....	Jan. 19	Feb. 9	Mar. 2	Mar. 23	Apr. 13	May 11	June 8	July 6	Aug. 3	Aug. 31	Sept. 28	Oct. 26	Nov. 23
Colombo.....	Jan. 30	Feb. 20	Mar. 13	Apr. 3	Apr. 24	May 23	June 20	July 18	Aug. 15	Sept. 12	Oct. 10	Nov. 6	Dec. 4
Aden.....	Feb. 6	Feb. 27	Mar. 20	Apr. 10	May 1	May 31	June 23	July 26	Aug. 23	Sept. 20	Oct. 18	Nov. 13	Dec. 11
Suez.....	Feb. 11	Mar. 4	Mar. 25	Apr. 15	May 6	June 5	July 3	July 31	Aug. 28	Sept. 25	Oct. 23	Nov. 18	Dec. 16
Port Said.....	Feb. 11	Mar. 4	Mar. 25	Apr. 15	May 6	June 5	July 3	July 31	Aug. 28	Sept. 25	Oct. 23	Nov 18	Dec. 16
Naples .....arr.	Feb. 15	Mar. 8	Mar. 29	Apr. 19	May 10	June 9	July 7	Aug. 4	Sept. 1	Sept. 29	Oct. 27	Nov 22	Dec. 20
Naples.....lve.	Feb. 16	Mar. 9	Mar. 30	Apr. 20	May 11	June 10	July 8	Aug. 5	Sept. 2	Sept. 30	Oct. 28	Nov. 24	Dec. 21
Genoa.....	Feb. 17	Mar. 10	Mar. 31	Apr. 21	May 12	June 11	July 9	Aug. 6	Sept. 3	Oct. 1	Oct. 29	Nov. 24	Dec. 22
Southampton	Feb. 25	Mar. 18	Apr. 8	Apr. 29	May 20	June 19	July 17	Aug. 14	Sept. 11	Oct. 9	Nov. 6	Dec. 2	Dec. 30
Antwerp.....	Feb. 26	Mar. 19	Apr. 9	Apr. 30	May 21	June 20	July 18	Aug. 15	Sept. 12	Oct. 10	Nov. 7	Dec. 3	Dec. 31
Bremen.....	Mar. 1	Mar. 22	Apr. 12	May 3	May 24	June 23	July 21	Aug. 18	Sept 15	Oct. 13	Nov. 10	Dec. 6	Jan. '6, 3

SINGAPORE AND SYDNEY

BRANCH LINE. Outward Bound, 1905.

Singapore Batavia, Macassar, New Guinea, Brisbane and Sydney.

	LEAVES	Voyage 5	Voyage 6	Voyage 7	Voyage 8	Voyage 9
Main Line Steamers	Bremen.....	Jan. 25	Mar. 22	Apr. 19	June 14	.....
	Sydney .....arr.	Mar. 20	May 15	June 12	Aug. 7	.....
	.....	.....	.....	.....	.....	.....
	.....	.....	.....	.....	.....	.....
Branch Line	Sydney.....lvs.	Apr. 15	May 27	July 8	Aug 19	.....
	Brisbane ..... arr.	Apr. 17	May 29	July 10	Aug. 21	.....
	Townsville (event'y	Apr. 20	June 1	July 13	Aug. 24	.....
	Herbertshöhe ar.	Apr. 24	June 5	July 17	Aug. 28	.....
	and Matupi or lvs	Apr. 25	June 6	July 18	Aug. 29	.....
	Simpsonhafen					
	Friedrich ar.....	Apr. 27	June 8	July 20	Aug. 31	.....
	Wilh. Hafen lvs ...	Apr. 28	June 9	July 21	Sept. 1	.....
	Hongkong..... arr	May 8	June 19	July 31	Sept. 11	.....
Main Line Steamers	Hongkong, homeward	May 10	June 22	Aug. 3	Sept. 13	.....
	Naples	June 7	July 20	Aug. 31	Oct. 11	.....
	Hamburg.....	.....	Aug. 3	.....	Oct 25	.....
	Bremen.....	June 21	.....	Sept. 14	.....	.....
Branch Line.	Hongkong.....lvs.	May 9	June 20	Aug. 1	Sept. 12	.....
	Kobe..... ..arr.	May 14	June 25	Aug. 6	Sept. 17	.....
	Yokohama.....arr.	May 16	June 27	Aug. 8	Sept. 19	.....

BRANCH LINE. Homeward Bound, 1905.

Sydney, Brisbane, New Guinea, Macassar, Batavia and Singapore.

	LEAVES	Voyage 3	Voyage 4	Voyage 5	Voyage 6	Voyage 7
Branch Line	Yokohama.....	Feb. 25	Apr. 8	May 20	July 1	Aug. 12
	Kobe (event'y) arr.	Feb. 26	Apr. 9	May 21	July 2	Aug. 13
	Hongkong.....arr	Mar. 4	Apr. 15	May 27	July 8	Aug. 19
Main Line Steamers	Bremen	Jan. 18	.....	Apr. 12	.....	July 5
	Hamburg.....	.....	Mar. 2	.....	May 25	.....
	Naples.....	Feb. 2	Mar. 16	Apr. 27	June 8	July 20
	Hongkong .....arr (Outward)	Mar. 3	Apr 13	May 25	July 6	Aug. 17
Branch Line	Hongkong .....lvs.	Mar. 6	Apr. 17	May 29	July 10	Aug. 21
	Friedrich arr	Mar. 16	Apr. 27	June 8	July 20	Aug. 31
	Wilhelms Hafen lvs	Mar. 17	Apr. 28	June 9	July 21	Sept. 1
	Herbertshöhe arr.	Mar. 18	Apr. 29	June 10	July 22	Sept. 2
	and Matupi or Simpsonhafen lvs.	Mar. 19	Apr. 30	June 11	July 23	Sept. 3
	Townsville.....arr. (eventually)	Mar. 24	May 5	June 16	July 28	Sept. 8
	Brisbane .....arr	Mar. 26	May 7	June 18	July 30	Sept. 10
	Sydney.....arr.	Mar 29	May 10	June 21	Aug. 2	Sept. 13
Main Line Steamers	Sydney.....lvs	Apr. 1	May 27	June 24	Aug. 19	Sept. 16
	Bremen.....arr.	May 24	July 21	Aug. 18	Oct. 13	Nov. 10
	.....	.....	.....	.....	.....	.....
	.....	.....	.....	.....	.....	.....

Every three months a steamer will ply between Friedrich-Wilhelmshafen and Stephansort, Finschhafen (Langemackbucht) Potsdamhafen and Tamara (Seleo).
Eventually Kappel Bay (Rockhampton), New Castle, N. S. W., and Melbourne may be called at.
The sailing dates will be observed as much as possible; however, in intermediate ports arrivals and departures may take place earlier or later than stated above, according to circumstances.

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North German Lloyd Steamship Company.

BREMEN TO SOUTH AMERICA

RIVER PLATE LINE.

Bremen—Montevideo and Buenos Ayres, via Antwerp, Coruna, Villagarcia, or Vigo.

STEAMERS	FROM Bremen	FROM Antwerp	FROM Coruna
.....	Apr. 8	Apr. 12	Apr. 15
(1) Norderney.....	Apr. 22	Apr. 26	Apr. 29
(1) Wurzburg.....	May 6	May 10	May 13
(2) Marburg.....	May 20	May 24	.....
(1) Borkum.....	June 3	June 7	June 10

(1) Carry a limited number of Second Cabin passengers, Steerage Passengers and freight.
(2) Carry freight only—no passengers.

BRAZIL LINE.

Bremen—Pernambuco, Bahia, Rio de Janeiro and Santos, via Antwerp & Leixoes
Oporto, and Lisbon event, Madeira (Funchal).

STEAMERS	FROM Bremen	FROM Antwerp	FROM Leixoes, Oporto	FROM Lisbon
§Erlangen.....	Apr. 1	Apr. 5	Apr. 10	Apr. 11
¶Wittenberg..... †*	Apr. 15	Apr. 19	Apr. 24	Apr. 25
§Crefeld.....‡	Apr. 29	May 3	May 8	May 9
¶Bonn.....*	May 13	May 17	May 22	May 23
§Aachen	May 27	May 31	June 5	June 6
¶Heidelberg.....*	June 10	June 14	June 19	June 20

§Via Pernambuco, Rio de Janeiro and Santos.
¶Via Bahia, Rio de Janeiro and Santos.
*Also Maceo.
‡Also Sao Francisco (South Brazil). Route: Rio, Sao Francisco, Santos.
Steamers carry Steerage passengers and a limited number of Second Cabin passengers, also freight.
†S. S. Wittenberg carries only Steerage passengers and freight.
Connections for freight made with steamers at Paranagua, Sao Francisco, Desterro and Rio Grande do Sul.‡

CUBA LINE.

Bremen, Antwerp, Coruna event. or Vigo, Villagarcia to Havana, Cienfugos and Manzanillo.

STEAMERS	FROM Bremen	FROM Antwerp	FROM Coruna
Mainz.....	Apr. 14	Apr. 18	Apr. 21
Coblenz.....	May 14	May 18	May 21
Roland.....	June 14	June 18	June 21

These Steamers carry Steerage passengers, cargo and a limited number of Second Cabin passengers.

GALVESTON LINE.

Bremen—Galveston, via New York or Baltimore.

STEAMERS	FROM Bremen	STEAMERS	FROM Bremen
†Koeln.....	Apr. 20	†Hannover.....	June 1
.....	.....	.....	.....

†Via Baltimore.
These steamers carry Steerage passengers, cargo and a limited number of Second Cabin passengers.

NORTH GERMAN LLOYD FLEET

Twin-Screw Express Steamships.

	Horsepower	Tons		Horsepower	Tons
Kaiser Wilhelm II...	40,000	19,500	Kaiser Wilhelm d. Grosse	28,000	14,349
Kronprinz Wilhelm..	35,000	14 908			

Fast Mail Steamship.

	Horsepower	Tons
Hohenzollern.....	7,500	6,668

Twin-Screw Passenger Steamships—Barbarossa Class.

	Horsepower	Tons		Horsepower	Tons
Grosser Kurfuerst....	9,700	13,182	Koenig Albert.....	9,000	10,643
Barbarossa.....	7,000	10,915	Bremen.....	8,000	11,570
Koenigin Luise.....	7,000	10,711	Prinzess Irene.....	9,000	10,881
Friedrich der Grosse.	7,200	10,895	Prinzess Alice.....	9,000	10,881

Twin-Screw Steamships.

	Horsepower	Tons		Horsepower	Tons
Rhein.....	5,500	10.058	Frankfurt	3,200	7,431
Neckar.....	6,000	9,835	Koeln.....	3,200	7,410
Hannover.....	3,200	7,305	Prinz Heinrich.....	5,500	6,263
Prinz Regent Luitpold....	5,500	6,288	Mainz	1,500	3,204
Wittekind.....	2,500	5,640	Coblenz.....	1,500	3.169
Cassel.....	3,400	7,543	Breslau.....	3,400	7,524
Chemnitz.....	3,200	7,542	Brandenburg.....	3,200	7,533
Willehad.....	2,500	4,761	Schleswig	4,500	7,000
Zieten.....	5,000	7,000	Scharnhorst.....	5,000	7,000
Roon.....	5,000	7,000	Gneisenau.....	5,000	7,000
Seydlitz.....	5,000	7,000	Prinz Waldemar.....	2,100	3,300
Main.....	5,500	10,067	Prinz Sigismund.....	2,100	3,300

Imperial Mail and Regular Service Steamships.

	Horsepower	Tons		Horsepower	Tons
Preussen.....	3,800	5,295	Karlsruhe.....	4,200	5,057
Stuttgart.....	3,200	5,048	Bayern	3,800	5,034
Sachsen.....	3,800	5,026	Oldenburg.....	3,200	5,000
Darmstadt.....	3,200	5,012	Gera.....	3,200	5,005
Freiburg.....	2,700	5,965	Marburg.....	2,700	5,967
Strassburg.....	2,400	5,057	Wuerzburg.....	2,400	5,085
Weimar.....	3,200	4,996	Koenigsberg.....	2,100	4,856
Erlangen.....	2,600	4,963	Dresden.....	2,600	4 527
Pfalz.....	2,500	4,604	Bamberg	1,800	4,150
Nuernberg.....	1,800	4,150	Halle	2,200	3,968
Bonn.....	2,200	3,969	Crefeld.....	1,900	3,829
Aachen.....	1,900	3,333	Roland.....	2,000	3,608
Wittenberg.....	1,300	3,689	Stolberg.....	1,510	2,480
Heidelberg.....	1,800	3,372	Sumatra	350	584
Stettin.....	1,600	2,478	Seeadler.....	950	532
Nixe.....	2,000	843	Helgoland.....	2,000	5,666
Najade	1,600	700	Borkum	2,000	5,649
Norderney.....	2,000	5,486	Glueckauf.....	1,000	736
Mark.....	2,500	3,756			

Training Vessels—Sailing Ships.

	Tons		Tons
Herzogin Sophie Charlotte..	2,581	Herzogin Cecilie.....	3,200

	Horsepower	Tons
Indo Chinese Coasting Service, 49 steamers.....	40,950	67,616
River Steamers, 44 steamers.....	9,685	5,016
147 Lighters.....	.....	32,451
Total.....	432,095	587,070

THROUGH TICKETS

Issued in Connection with Tickets by

NORTH GERMAN LLOYD STEAMERS

FROM BREMEN AND SOUTHAMPTON by North German Lloyd Steamers (China Line) to Genoa, Naples, Port Said, Suez, Aden, Colombo, Singapore, Hong Kong, Shanghai, Yokohama, Hiogo and Nagasaki, connecting at Singapore for Soerabaya, Friedrich Wilhelmshafen, Stephansort, Finschhafen, Herbertshoehe, and Matupi, Sumatra, Bangkok, Borneo, Batavia, Macassar, New Guinea, Queensland, Sydney. Connections at Hong Kong: Saipan, Ponape, New Guinea, Queensland, Sydney (Australian Line) to Genoa, Naples, Port Said, Suez, Aden, Colombo, Adelaide, Melbourne and Sydney.

FROM BREMEN AND SOUTHAMPTON by North German Lloyd to Montevideo and Buenos Ayres.

Direct Connections from Genoa and Naples to Egypt and the East by the North German Lloyd Imperial Mail Steamers.

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The North German Lloyd and their representatives cannot undertake the forwarding of baggage on arrival at Gibraltar and Naples. Passengers should apply to forwarding agents in these cities.

The North German Lloyd has established a special Baggage Bureau at Genoa, (No. 11 Vico S. Antonio, near the Palazzo Reale), for the purpose of storing baggage or forwarding baggage belonging to the passengers on board of the steamers of the New York Mediterranean Service, as also of the Australian and China Service.

The attention of passengers is drawn to the fact that there is only a very small allowance made for baggage by the Continental Railroad in Europe and the charge made for excess of baggage beyond the limit is very high. The traveler in Europe will therefore do well to limit the amount of his baggage as much as possible.

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Twin-Screw Passenger Steamer every Saturday.

From SOUTHAMPTON,
Express Steamer leaves on Wednesday.
Twin-Screw Passenger Steamer, fortnightly, Sundays.

From CHERBOURG,
Express Steamer leaves on Wednesday.
Twin-Screw Passenger Steamer, fortnightly, Sundays.

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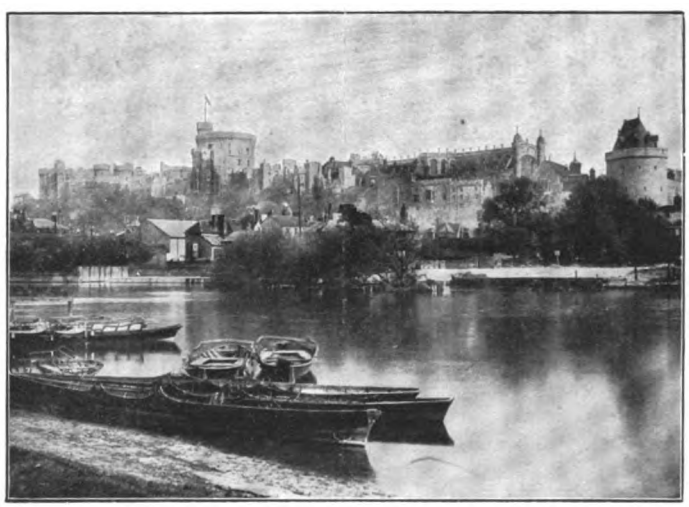
NORTH GERMAN LLOYD BULLETIN

Vol. XIX NEW YORK AND BREMEN, MAY, 1905. No. 5

HISTORIC HENLEY.

Fifty Years Ago England's Great Racing Regatta Was a Small Affair.

Those who only know the Henley Regatta of to-day look on a very different sight to that which their fathers, or it may be their grandfathers, saw fifty years ago. In the middle of the last century Henley was what would now be called a little up-river meeting, although it was even then the greatest regatta in the world. In 1852 the Grand Challenge Cup was only thirteen years old, for the regatta was not founded until 1839, when the two solitary races were the Grand Challenge Cup and the Town Challenge Cup. It was an afternoon affair, for the first trial heat for the Grand began at 4 o'clock, and the final was not rowed till 7, while the three boats which entered for the Town Cup were started at 6 o'clock. The first race for the Grand was won by the First Trinity, while the Town Cup, which was for four oars, was won by the Wave Club. The regatta was a one day fixture, and was not promoted to two days until 1840, when a second four-oared race was added. But by 1852 the regatta had assumed something more like its present day proportions. The District Cup still existed, but the Stewards had been added in 1841, the Diamonds in 1844, the Ladies' and the Pairs in 1845, and the Visitors' in 1847. The Thames Challenge Cup did not exist, and the Wyford Cup was given as a prize to the winner of the trial heat for the Grand.

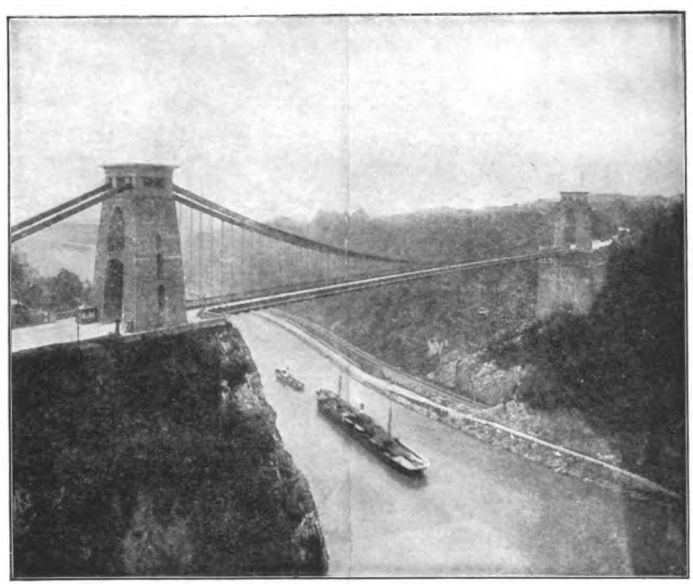


Windsor Castle, England.

In those days the railway only went as near as Twyford, for the branch line to Henley had not been built. A little book called "Aquatic Notes," published half a century ago, gives us a lively sketch of what the scene was like. At 10 o'clock on the morning of the regatta the station yard was crowded with vehicles of all sorts, from the four-horse drag to the market cart, labelled "To Henley Direct," "Henley Regatta This Day," "Grand Challenge Cup! Exciting Contest Expected," and so on. Oxford purple, as was then called, was sported by most of the drivers, though some wore the light blue to attract the Cambridge men who came by train from London. The train from Oxford brought the greater crowd, and the men rushed out of the station heedless of the ticket porter and stormed the carriages and carts. The drive to Henley on a fine morning was an enjoyable commencement to the day's sport, and on the river were small steamboats and barges, which brought sightseers from Reading, Maidenhead and Marlow, each one with its band of music to attract and amuse passengers. When Henley was reached every one went into town to buy rosettes, and then adjourned to the Red Lion to look at the cups, which were set out on a balcony at the back of the inn. Round the trophies clustered the old oars, talking about past races and arguing how the cups had been won in previous years. As the time for the races drew near, shortly before 1 o'clock, those not actively engaged strolled down to the bank, unless they preferred to get a more distant view of the racing from the coaches, which were closely drawn up along the bridge, for, of course, in those days the winning post had not been put back to its present position. Those who wished to encourage their friends by their cheers made their way to the towing path, past the three-sticks-a-penny booths, where those who came rather for a day's outing than for the rowing were recklessly hurling clubs at wooden dolls and pin-cushions.

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Henley was great at ringing bells and firing cannon fifty years ago. The firing of the guns sent every one crowding down the towing path, which, and not the river itself, as has been the case for so many years, was the favorite place from which to see the racing. In fact, when Henley first began the umpire himself rode along the towpath, but by 1852 he had been given an eight-oar, rowed by a crew of watermen who seem to have had no difficulty whatever in keeping up with the crews, race after race. Three boats used to row abreast, and the excitement on the bank was more like what we are accustomed to see at the Oxford and Cambridge bumping races than at Henley. The final for the Grand Challenge was the best event of the day, and the cheering all along the course was tremendous, nor did it end at the winning post. It followed the victors from the winning post to the landing stage, and thence to the Red Lion, and few of the victorious crews escaped the embarrassing congratulations of their friends, who insisted on "chairing" them from the landing place to the inn. The moment the race was over there was a great rush for the carriages which were returning to Twyford, and so, amid cheers and counter cheers, kicking horses and a struggling mass of coaches, surries and dog carts, the rowing enthusiasts made their way along the road to the little Great Western Station.—London Globe.



Clifton Suspension Bridge, England.

SOUTH AFRICA.

A Coming "World's" Riviera for Extended Summer tours and Sojourns.

South Africa is as much a "terra incognita" to the inhabitants of the United States as was "New Spain" to the English in the days of the Tudors. And with much less reason. The high-sided, unseaworthy sailing ships of Sir Walter Raleigh and his fellow voyagers bore no comparison to the luxurious transoceanic steamships of to-day. The passage of the Atlantic in those days required more time than is now occupied in the entire journey from New York to Cape Town. Ships then were at the mercy of head winds and contrary seas, and the passengers were confined in cramped, ill-ventilated, badly-lighted and unheated quarters. To-day's traveler pursues his journey with certainty, with safety and with celerity, without delays from unfavorable winds, in ease and comfort, whether in the brilliantly lighted social saloons or in the delightfully cosy and attractive staterooms.

The great round world has shrunk. Steam navigation has made us neighbors to the antipodes. South Africa is now no further away than was Europe a century ago. There is no further excuse for ignorance concerning that part of the world. And yet, most of us would be forced to confess that we know very little about the "Dark Continent." A few brief statistics may be interesting.

Africa is over five thousand miles in length and more than four thousand miles in breadth, with an area approximating 12,000,000 square miles. Asia is the only other continent which exceeds it in size. The present population is estimated at more than 175,000,000. Access to the interior by the few large rivers has been for many years difficult, because the greater part of the interior is an elevated tableland extending on all sides to within a short distance of the coast; the numerous rapids and falls of these rivers preventing navigation. Gradually these difficulties are being overcome, and European governments are acquiring extensive possessions in Africa. Seven European nations now control territories in Africa, two of them (England and France) having under their dominion areas equal in each case to about the total area of the United States, while a number of small territories still remain independent states.

W. T. Stead, the famous London editor, thus writes concerning his recent visit to South Africa: "I arrived at Cape Town at the beginning of March and embarked for England in the third week of April. I spent, therefore, little more than six weeks in the country. * * * South Africa will become in time one of the great health resorts. The Cape Peninsula is an African Riviera, with a better climate and a more bracing sea, than that of the Mediterranean, for from the southern extremity of that peninsula the ocean stretches without break of land to the Antarctic Pole. * * * When I was there the climate was perfection—bright sun by day, which was not too warm, a sky which was wonderfully clear and blue, and evenings and mornings which were delightfully fresh.

"South Africa will not only be one of the playgrounds and pleasure resorts of the world, but it is becoming gradually one of the greatest fruit gardens of the Eastern Hemisphere. It is possible that in her fruit South Africa may find the new source of wealth, the discovery of which is about due, for

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there is always something new turning up in South Africa. It began with wool, after wool came ostriches; after ostriches, diamonds; after diamonds, gold; after gold there now promises to be copper, and who knows but fruit farming may rival the other well-established branches of industry that are building up a prosperous South Africa."

HOLLAND TO DRAIN THE ZUYDER ZEE.

The Dutch Government has contemplated for many years the drying out of the Zuyder Zee by diverting the water through the means of dykes and canals for the purpose of adding to the arable area ten square miles of land. It is estimated that the project will cost $85,000,000, but it has been regarded as such a tremendous undertaking that steps to carry it out were dropped. Recently, however, the matter has been taken up again and engineers are now at work in the preparation of plans.

If this project is carried out it will mean the extinction of Marken Island, a unique and picturesque spot, which is inhabitated by about 1,000 people.

Marken is only a wide sand bank in the Zuyder Zee, one of the relics of the stretch of country formerly comprising the present bed of that body of water. The island is inundated by water the greater part of the winter, but the inhabitants, who make their living by fishing, do not mind this in the least and carry out their work undeterred by such conditions. Visits are made by means of boats. The houses, or rather the seven groups of houses on the island, are built on spiles, joined by small roofs. They are all one story high and are painted green, blue and white.

On account of the water that often invades the dwellings the beds are incased in the side walls, about three feet high from the floor. These in most cases, are mere cubby holes that do not allow to the occupant the luxury of stretching of limbs. Few visits are made to the mainland, the inhabitants spending all of their time on the island when not engaged in fishing. A number of the oldest islanders have never been on the mainland. The manner of living is the same as it was a century and a half ago.—The Search-Light.

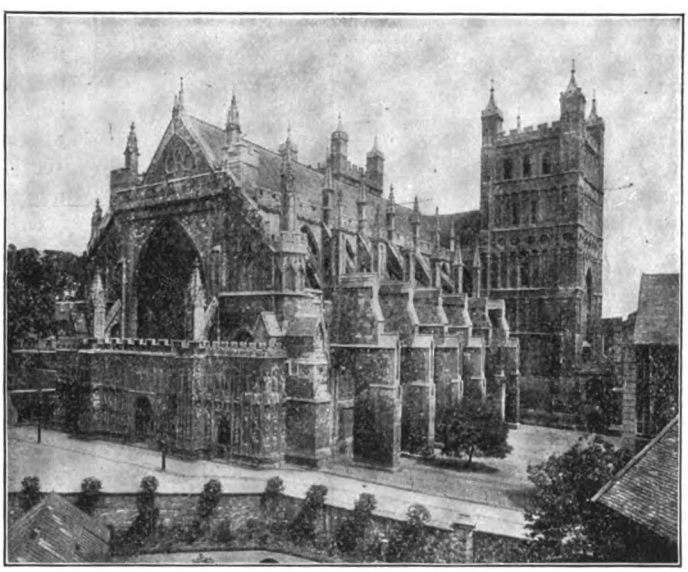
Ladies are forbidden to wear trains to their dresses in the streets by a new by-law passed by the municipality of Bodenbach, in Austria, under a penalty of a maximum fine of 50 cents.

ELECTRICITY TO DISPERSE FOG.

Sir Oliver Lodge, the principal of Birmingham (Eng.) University, in the heavy fog which spread over England from the Thames to the Mersey in Christmas week, 1904, put to a practical test his invention for the dispersal of mist. His apparatus, fitted up from his laboratory at Birmingham and working to a height of sixty feet on the university buildings, was found quite effective, the buildings being revealed in the midst of the fog.

This method of dispersing fog was demonstrated by Sir Oliver Lodge before the British Association when it met at Montral twenty years ago, in 1884, and he has been engaged in working on the subject since 1870, when an observation of Professor Tyndall directed his attention to its study. The method of dispersing fog is based on the principal that a dust-free space is formed over a hot body when held in strongly illuminated dusty air.

Sir Oliver Lodge brought electricity into play and has utilized this fact for the dispersal of fog, though he considers it at present merely a means of giving temporary relief looking to preventive means as a remedy for the evil of fog such as has dominated London, requiring an inconceivable amount of electric apparatus to cope with it effectually. The Search-Light.



Exeter Cathedral.

A Lady Defined—A London cabman had brought suit against a woman for not paying the legal fare, and his constant remark was, "She ain't a lady." "Do you know a lady when you see one?" asked the judge. "I do, yer honor. Last week a lady gave me a sov'rin instead of a shillin', and I called: 'Beg pardon, madam, I've a sov'rin instead of a shillin', and she shouts back: 'Well, you fool, keep the change and get drunk with it!' That's wot I calls a lady!"

Kicked the Scrapers.—Persons of musical taste and temperament think in musical terms much more than the uninitiated can conceive. It is stated as the truth that the late Sir Arthur Sullivan, the father of comic opera, wanted to direct Sir Alexander Mackenzie to a house of which he had forgotten the number. He said the doorscraper was B flat, and Sir Alexander kicked the scrapers in the street till he heard the note, and found himself at the right place.

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WORLD'S SHIP BUILDING DURING 1904.

An Enormous Amount of New Shipping Constructed for the World's Increasing Commerce.

Lloyd's statistical summary of ship building throughout the world is now at hand. In explanation of the figures it is to be said that the summary includes particulars of vessels of 100 tons gross and upwards and takes into account only vessels that were launched in 1904, whether they were completed during the year or are still under construction. During 1904, exclusive of war ships, 712 vessels of 1,205,162 tons gross (viz., 613 steamers of 1,171,375 tons, and 99 sailing vessels of 33,787 tons) were launched in the United Kingdom. The war ships launched at both government and private yards amount to thirty-seven of 127,175 tons displacement. The total output of the United Kingdom for the year has, therefore, been 749 vessels of 1,332,370 tons. In these notes, war ships are excluded from consideration except where they are specially mentioned.

The output of mercantile tonnage in the United Kingdom during 1904 shows the slight increase of about 15,000 tons on that of last year, and, with the exception of 1903, is the lowest since 1897. Compared with the returns for 1901, when the output of both mercantile and war tonnage reached the highest level, the present figures show a reduction of 320,000 tons as regards merchant vessels, and 84,794 tons as regards war vessels. It may be mentioned that 99.71 per cent of the tonnage launched has been built of steel, .17 per cent of iron and .12 per cent of wood, and that 97.2 per cent is composed of steam tonnage.



On the Dover Landing Stage.

Of the total output, 962,679 steam tons and 17,314 sailing tons, or 979,993 tons in all (81⅓ per cent) have been built for registration in the United Kingdom. In this connection, it should be noted that the losses, etc., of United Kingdom vessels during twelve months are shown by Lloyd's Register wreck returns to average 259,000 tons (208,000 steam, 51,000 sail). Sales to foreign and colonial owners for the twelve months ended November, 1904, reached a total of 361,000 tons (312,000 steam, 49,000 sail). On the other hand, 5,500 tons (4,200 steam, 1,300 sail) were built abroad for United Kingdom owners, and purchases from foreign and colonial owners during the same period amounted to 63,000 tons (57,800 steam, 5,200 sail). The sailing tonnage of the United Kingdom would thus appear to have decreased by about 76,000 tons, while the steam tonnage has increased by 505,000 tons. The net increase of United Kingdom tonnage during 1904 is therefore about 429,000 tons. For the last five years the estimated net increases were as follows: 1899, 313,000 tons; 1900, 220,000 tons; 1901, 543,000 tons; 1902, 643,000 tons; 1903, 405,000 tons.

In 1904, 18⅔ per cent of the total output has been acquired by foreign and colonial shipowners, as compared with 18 per cent in 1903 and 1902, 23 per cent in both 1901 and 1900, 19 per cent in 1899, 22 per cent in 1898, and 25 per cent in 1897. Norway has provided in 1904 the largest amount of work for the ship builders of the United Kingdom, viz.: seventeen vessels of 48,858 tons (4 per cent of the total output). Next comes Austria-Hungary and the British colonies with 35,561 tons and 33,542 tons,

Table showing the number and tonnage of vessels of 100 tons gross and upwards (excluding warships) launched in the world during the years 1892-1904.

Year.	United Kingdom.		Austria-Hungary.		British Colonies.		Denmark.		France.		Germany.		Holland.		Italy.		Norway.		United States.		Other Countries.		Totals.	
	No	Tons.	No.	Tons.	No.	Tons.	No.	Tons	No.	Tons.	No	Tons	No.	Tons	No.	Tons	No	Tons	No.	Tons.	No.	Tons.	No	Tons.
1892	681	1,109,950	7	2,302	58	19,792	22	12,707	19	17.228	73	64,888	15	14,368	21	13,888	42	24,572	73	62,588	40	15,762	1.051	1,358,045
1893	536	836,383	6	7,435	41	17,089	18	10,719	22	20,337	65	60,167	8	1,339	21	10,626	30	16,552	36	27,174	63	18,920	846	1,026,741
1894	614	1,046,508	5	1,703	27	6,803	16	7,300	28	19,636	77	119,702	41	15,360	10	5,396	25	17,169	43	66,894	46	17,067	932	1,323,538
1895	579	950,967	10	7,371	30	10,381	14	10,982	27	28,851	75	87,786	25	8,292	10	5,603	21	12,873	61	84,877	28	10,177	880	1,218,160
1896	696	1,159,751	9	6,246	41	11,124	14	11,814	41	44,565	63	103,295	28	12,405	10	6,779	17	12,059	144	184,175	50	15,669	1,113	1,567,882
1897	591	952,486	6	6,601	40	12,431	13	13,539	39	49,341	84	139,728	42	20,351	8	12,910	25	17,248	84	80,838	58	20,451	990	1,331,924
1898	76	1,367,570	9	5,432	70	25,021	17	12,703	48	67,160	104	153,147	27	19,468	19	26,530	29	22,670	162	173,250	44	20,892	1,290	1,893,343
1899	726	1,416,791	8	9,248	34	8,464	30	26,613	51	89,794	93	211,684	50	34,385	31	49,472	34	27,853	148	224,278	64	23,157	1,269	2,121,738
1900	695	1,442,471	12	14,889	40	9,563	17	11,060	66	116,858	93	204,731	61	45,074	36	67,522	42	32,751	235	333,527	70	25,717	1,364	2,304,163
1901	638	1,524,739	7	20,013	74	28,134	41	22,856	92	177,543	101	217,593	33	29,927	35	60,526	40	36,875	296	433,235	190	66,098	1,538	2,617,539
1902	694	1,427,558	16	15,192	69	28,819	44	27,148	99	192,196	108	213,961	114	69,101	62	46,270	46	37,878	251	379,174	147	65,458	1,650	2,502,755
1903	697	1,190,618	6	11,328	73	34,690	39	27,609	75	92,768	120	184,494	109	50,174	81	50,089	54	41,599	246	381,820	150	70,442	1,650	2,145,631
1904	713	1,205,162	40	16,645	61	30,965	30	15,859	69	81,245	149	202,197	109	55,636	35	30,016	67	50,469	227	238,518	144	61,223	1,643	1,987,935

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respectively. Germany follows with 23,651 tons, and then Sweden with 17,017 tons.

The annual ship building statistics of Lloyd's Register during recent years have illustrated the tendency towards the construction of steamers of large tonnage. During the four years 1892-5, on an average of eight vessels of 6,000 tons and upwards were launched per annum in the United Kingdom; in the following four years, 1896-9, the average rose to twenty-five, and to thirty-nine for the four years 1900-3. Of vessels of 10,000 tons and upwards, only three were launched in the four years 1892-5; seventeen were launched during the four years 1896-9; and thirty-two were launched during the four years 1900-3. In 1904, however, the number of vessels launched of 6,000 tons and upwards was only fifteen, three of which were of over 10,000 tons; but it may be mentioned that there are under construction at the present time twenty-five vessels of 6,000 tons and upwards, of which eight are of over 15,000 tons each.

Other countries built during the year 570 steamers of 626,190 tons and 361 sailing vessels of 156,583 tons in addition to 65 war vessels of 307,831 tons displacement. These figures show the large reduction of 172,000 tons as regards merchant vessels as compared with those for 1903. This reduction affects the output of most countries, Germany being the only one showing an increase for the year of over 10,000 tons. Among foreign countries, the three leading places are held by the United States of America (239,000 tons), Germany (202,000 tons), and France (81,000 tons).



The Dover-Ostend Turbine Channel Steamer.

Germany has launched two steamers exceeding 8,000 tons, viz.: the Prinz Eitel Friedrich of 8,865 tons, built at Stettin, and the Scharnhorst of 8,131 tons, built at Geestemünde, (both for the North German Lloyd), also fifteen steamers of between 4,000 and 7,000 tons. As mentioned above, Germany is one of the foreign countries whose output for the year shows an increase.—Marine Review.

THE WORLD'S GREAT SEAPORTS.

The United States Department of Commerce and Labor has prepared some statistics about the shipping of the principal seaports of the world which set forth certain facts that will prove surprising to most persons who have not made a study of the subject. For instance, the figures show that, taking the aggregates of tonnage entered and cleared in the foreign trade, the first of all ports is not London, or New York, or Liverpool, but Hong-Kong. It appears, further:

That London is the second port in the world for foreign trade, Antwerp the third, New York the fourth, Hamburg the fifth, and Liverpool the sixth.

That Buenos Ayres ranks ahead of any seaport in the United States except New York.

That from a maritime point of view our coast line on the Pacific is one of the most backward parts of the shores of that ocean. Singapore has more than twice as much shipping in the foreign trade as all our Pacific ports combined, and there are four ports in Japan—Yokohama, Nagasaki, Kobe and Moji—each of which surpasses all of ours on the Pacific put together. Shanghai outstrips our entire Pacific Coast two or three times over. Sydney and Melbourne have a deep-sea tonnage far in excess of that of San Francisco or of Puget Sound.

These returns, however, do not take into account the American coasting trade, the most extensive afloat. The tonnage entered and cleared in the domestic commerce of the Great Lakes last year exceeded that in the foreign commerce of the first eight seaports of the world—Hong-Kong, London, Antwerp, New York, Hamburg, Liverpool, Rotterdam and Cardiff—combined.

IMPROVEMENTS ON SUEZ CANAL.

The world's first great sea canal at Suez, connecting the Mediterranean and the Red Sea, which may be said to be in the infancy of its usefulness, is about to have a great deal of work done upon it. Dockage facilities and coal wharves will be greatly increased, and the canal itself, now uniformly 28 feet deep, will be dredged till the biggest ship in the world can go through it with a clear foot of water under the keel. The canal will also be widened so that vessels can pass anywhere on the length of it. Great difficulty has been experienced of late years near the Port Said entrance to the canal with alluvial deposits clogging the breakwater. There is a strong easterly current along the shore of the sea and in it is carried dirt and gravel washed down by the Nile. There have been deposits of more than an inch and a half in twenty-four hours at the breakwater. Powerful dredges, however, have proved able to cope with this difficulty. Port Said, once the dirty, besotten, where the scourings of the Levant lived in vice, is now a respectable, modern city.

By Cape Horn the distance between New York and San Francisco is about 14,840 miles. The Panama Canal will reduce this to something less than 5,000.

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THE BURGERPARK AT BREMEN.

One of the Finest Parks in the World—A Favorite with the Residents of Bremen.

No visitor to Bremen should fail to see the magnificent Bürgerpark, one of the finest parks in the world. It is the favorite resort of the Bremen citizens and within easy reach of all parts of the town. There is a curious legend about the origin of this park which runs as follows: The citizens of Bremen having in 1032 no pasture land for their cattle, a certain Countess Emma von Lesum to whom they applied for land, granted them as much land as a cripple, who could not walk, could encompass by creeping during the time from sunrise to sunset. The cripple accomplished his task very well, as the present territory (1,360,000 square meters), proves. Whether this story is founded on truth or not, it is a fact that the present beautiful park, like Boston Common of yore, was at one time used as a pasture. The first shovelful of earth was lifted on June 23, 1866, and in 1884 the whole park, the work of Wilhelm Benque, was completed. The funds for the laying out of this park were raised by public subscriptions. The park is still maintained by private subscriptions, donations, the money obtained from the sale of grass, wood, etc., and the rent for the different restaurants and boating places. Therefore the name of Bürgerpark or citizens' park. Arriving at the main entrance of the park we see before us the large structure of the Park House on the Hollersee, which was built for the exposition in 1890. In the garden of the Park House stands a fine marble statue by Professor Dausch in Rome, representing Siegfried and the Dragon. From the terraces at the back of the Park House one enjoys a magnificent view over the wide meadows and the surrounding woods. Concerts are held on Sunday, Wednesday and Saturday. From here we turn to the left and after passing a beautiful fountain, the present of Senator Marcus, and the Rutenberg pavilion, we turn to the right, where we reach the Emmasee, a picturesque lake with pretty islands and bridges. The park has got a circular waterway which is very much used for boating. There are motor boats running between the Emmasee and the Meiereisee. The Coffee-House on the lake is the oldest restaurant of the park; the building is new, it was built in 1897 by the architects Klingenberg and Weber. The money for its construction was generously given by Mr. Lambert Leisewitz. The band-stand was given by Mr. Ed. Wätjen. Concerts on Tuesdays and Fridays. Following the drive along the lake we reach the Melchers Bridge from which a magnificent panorama is obtained. On crossing the bridge we turn to the right to reach the deerpark. From there it is only a short distance to the Meierei, the prettiest restaurant in the park. It commands on one side a charming view over the meadows with the Park House and the town in the background and on the other over the pretty garden with the beautiful collections of rare plants and flowers and the so-called kleine Meierei on the other side of the lake. To the left of the kleine Meierei are large play-grounds and tennis-courts. There is also a well-stocked aviary and a large cage with a number of kangeroos. The Meierei is a gift of Mr. Franz Schütte's, who spends a large sum of money on the park every year. On leaving the Meierei we pass the kleine Meierei and follow the path on the left bank of the lake till we reach a pretty little bridge. On this side of the bridge we follow the broad path which soon conducts us to another restaurant, the Waldschlösschen. We return by the path on the opposite bank of the canal always following the latter until we reach a pretty tower, the Aussichtsturm, another present of Mr. Schütte's. On the groundfloor is a restaurant, from the top of the tower one enjoys a fine view over the town and its surroundings. We follow again the canal, this time on the right bank and soon reach a beautiful arbor in the Versailles style. Passing it we come to the Rickmers Bridge which we cross in order to get to the beautiful Eichenhain, which contains all species of oaks, native and foreign. Keeping to the left we reach another beautiful region of the park, a pine and fir wood. On a small hill stands a pretty little hut, called Vater Gerhards Ruh. At the end of the pine-wood we turn to the right into a lovely beech-wood, then again to the left. We soon arrive at a pretty little Swiss cottage, the residence of the director of the park. Here we are near the entrance again. But before leaving the park we turn into another beautiful little pine-wood in the middle of which is a small lake. This part of the park contains some of the most valuable kinds of pines and firs. The avenues surrounding the park have partly been changed into fine streets. There are some magnificent villas quite near the Park House.

WANTED NONE OF HIS ART.

At a dinner in London, Theodore Watts-Dunton said:

"It isn't generally known that Turner the painter and Dr. Augustus Pritchard once lived together for a year in Cheyne Row.

"The painter and the physician had a fine garden, and they took a good deal of pride in their flowers. But the garden gate did not work well, and one day Turner, because it wouldn't open, pettishly gave orders that it be nailed up.

"It was thought that this odd fact would enrage Augustus Pritchard, but, on being told of it, all he said was:

"Oh, well, I don't care what Turner does to the gate, so long as he doesn't paint it."

POLITENESS AND WOODEN LEGS.

The palm of politeness should go to the hero of the following incident in London. During the recent fog there were seventeen people in a London and South-Western compartment. Another tried to squeeze in and failed. "Can't get any further," cried a man inside, "there's a man here with a wooden leg blocking the way." "Oh!" said the man with the wooden leg; "excuse me. Half a moment." He unscrewed his leg and put it on the rack.

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FOREIGN NOTES OF INTEREST.

The number of workmen employed in the automobile industry of France in 1904, according to the president of the automobile syndicate, is at least 55,000 skilled mechanics and 25,000 employes, clerks, etc., to which should be added about 20,000 chauffeurs, making a total of 100,000 persons who are directly identified with the industry.

One of the strangest holiday resorts is that recently made accessible to the public at Padirac, in the department of Lot, France. There a wonderful series of caverns, containing magnificent stalactites and a subterranean lake and river, has yielded its secrets to the adventurous explorer, and the dangers of the visit have now been ingeniously reduced, so that the average sightseer may traverse these "autres vast" with ease and safety.

For ages the caves remained absolutely unexplored, but by the enterprise of M. Martel, a barrister, they have been thoroughly examined and described, and by means of iron stairways and galleries have been rendered accessible. One vast crater-like opening is 300 feet in circumference, and when M. Martel made his first visit to the depths he had to descend on a board attached to two ropes after the manner of a swing. He went down 300 feet and with several companions began an extraordinary series of discoveries. The chief of these was an underground river, which he navigated in a collapsible boat.—The Search-Light.

In the quarterly statement issued by the committee of the Palestine Exploration Fund brief mention is made of a report received from Dr. Gurney Masterman on the changes of level in the Dead Sea during the second half of the year. It is stated that a continual fall has been observed. The level taken on Oct. 26 was 10 inches lower than in August, and 23.5 inches lower than in April, 1904, the lowest level of 1904 being 15.5 inches lower than the lowest of 1903.

Among the contents of Anglesey Castle recently sold by auction in London were five telegrams from royal personages acknowledging congratulatory missives, inclosed in silver and gilt frames, with coronet, and a monogram set in diamonds, which were eagerly sought after. The highest price, £70, was given for the king's telegram, which ran: "King thanks you for congratulation." A wire from the queen sincerely thanking the marquis for his kind sympathy was sold for £66, but a lengthy telegram from the president of the French Republic realized only £28. All the telegrams were bought by private gentlemen after spirited competition.—London News.

In searching in Paris for the remains of Admiral Paul Jones, a leaden coffin was unearthed in the rue Grange-aux-Belles. It was thought to contain the remains of the American hero, but it was found to contain the remains of a Protestant pastor who was buried on May 22, 1790, two years before Paul Jones. General Porter, the American Ambassador, with the commissaire of the district and M. André, the expert of the Louvre Museum, visited the scene of the excavation, and descended the well that has been sunk in the middle of the street. They soon returned, and General Porter briefly announced that the remains were not those of Paul Jones. He left directions for the workmen to redouble their efforts. The search is being carried on.

The first time I was introduced into the harem of one of the noblemen of Hyderabad, in the Deccan, I was surprised to find the Begum and her ladies dressed in tight-fitting trousers made of rich damask silks. It being the fashion to have these trousers as close-fitting as possible, they are actually sewn on, and are taken off and changed about once a fortnight.—Mrs. Ernest Hart in the House Beautiful.

The best timekeeper in the world is said to be the electric clock in the basement of the Berlin Observatory, which was installed by Prof. Foerster in 1865. It is inclosed in an air-tight glass cylinder and has frequently run for periods of two or three months with an average daily deviation of only fifteen one-thousands of a second. Astronomers are making efforts to improve even this and to secure ideal conditions for the clock by keeping it not only in an air-tight case, but in an underground vault, where neither changes of temperature nor of barometric pressure shall ever affect it.—Electrical World and Engineer.

The natives of certain parts of India are in the habit every year in the summer of digging the dry river banks for fish, which they dig out by hundreds, just as they would potatoes. The mud lumps are broken open, and the fish, perhaps eight or ten inches long, will always be found alive, and often frisky as if just removed from its supposedly native element —the water.—Exchange.

NEW YORK'S MOST MODERN HOTEL.

The new Hotel Astor, located in Longacre Square, New York's new uptown social and theatrical center, is an important addition to the great hotels of the American metropolis. Enormous in size—facing on three streets, Forty-fourth Street, Broadway and Forty-fifth Street—equipped with every modern appliance and with lavish luxuriousness, it is indeed a palatial hotel; built in the latest and most approved style of fireproof construction, it can consistently claim to be the most thoroughly fireproof hotel in New York. The public rooms are all of great size and are luxurious in their appointments; the suites and guest rooms have been furnished without regard to expense; electric lights, call bells, local and long-distance telephones, private baths, etc., ensure comfort to the occupant; temperature and ventilation are automatically regulated, and the cuisine and service are maintained at the highest standard of efficiency.

Artificial eyes were first used by the Egyptians long before the Christian era. Mummies have been found with artificial optics. They were fashioned of gold, silver, copper or ivory.

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NORTH GERMAN LLOYD BULLETIN

Published Monthly for the North German Lloyd Steamship Line

By OELRICHS & CO.,

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NOTICE TO AMATEUR PHOTOGRAPHERS:

Messrs. Oelricks & Co., General Agents, North German Lloyd, 5 Broadway, New York, will be pleased to receive mounted or unmounted prints of any photographs taken upon the North German Lloyd ships, and will promptly acknowledge receipt of same.

NEW YORK-MANILA.

Passengers from New York to Manila will find the route from New York to Naples by the Mediterranean steamers of the North German Lloyd, and from Naples to Hong Kong by the Imperial Mail Steamers of the North German Lloyd, most convenient and prompt.

The passage rate by this route from New York to Manila is the same as to Hong Kong, no additional charge being made for the fare from Hong Kong to Manila.

NEW TRANSATLANTIC LINER.

The North German Lloyd Steamship Co. announce that their large freight and passenger steamer "Gneisenau" will shortly be placed on the New York-Bremen service. She is scheduled to sail from New York April 6. The "Gneisenau" was built at Stettin in 1893 by the Vulcan Co., and has a gross register tonnage of 8,081 tons. She has been in the China service of the company until of late.—American Syren and Shipping.

HIGHER DAM ON THE NILE.

The gigantic irrigation scheme being carried on in Egypt is to be further enlarged by increasing the height of the dam on the Nile at Assouan by nearly 20 feet. This will add 500,000 acres to the great body of land annually submerged for several months. Behind the mighty dam 1,000,000,000 more cubic meters of water will be caught each year in the flood season. The cost of cutting and placing the additional granite blocks in position upon the present dam is estimated to be $2,750,000. One effect of this increased height of water will be to practically submerge the now annually overflowed Philae temples. These have been strengthened to withstand the wash of the water, but yearly acquire a coat of mud. The engineers in charge of the work explain that the temples will be washed each year hereafter by the higher, cleaner water and "will rise refreshed like Aphrodite from the sea."

BOTH HAVE HORNS.—The teacher had been telling the class about the rhinocerous family.

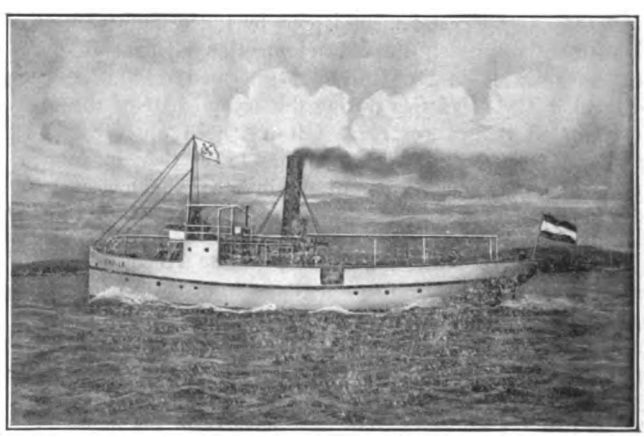
"Now name some things," said she, "that it is very dangerous to get near to, and that have horns."

"Automobiles!" replied little Jimmie Jones promptly.—Pittsburg Post.

EVERY LITTLE HELPS.—"I'm awfully poor, you know," began the smitten young man, "but——" "Well," interrupted the frigid-hearted heiress, "I'm willing to help you along in the world. Here's a nickel to pay your car fare home."

THE SPECIAL TENDER AT GIBRALTAR.

A special tender of the North German Lloyd is in service in landing passengers from their steamers at Gibraltar. Formerly passengers landing and embarking at Gibraltar were obliged to avail themselves of small steam-launches or rowboats, and the introduction of a special tender for passengers has contributed very materially to the greater comfort and safety of passengers at Gibraltar. The small tender, which bears the name Grille, is built of wood, and with special reference to the local requirements at Gibraltar. Her length is 79 feet 8 inches; beam, 18 feet; and depth, 9 feet 10 inches. A handsomely appointed cabin furnishes ample



The Special North German Lloyd Tender Grille, used for Landing Passengers at Gibraltar.

accommodation for passengers in bad weather. Her construction is very strong. The vessel has been fitted with all conveniences. The extensive deck is provided with benches at the railing, and its whole length covered with an awning. Amidships there are two deckhouses connected by a platform, from which passengers disembark and embark from the transaltantic steamer. As protection against the rain a pleasant saloon is provided under deck, aft. The motive power consist in a compound engine of about 150 horse power, giving a speed of about ten knots. Fare: One shilling each way.

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North German Lloyd Steamship Company.

TWIN SCREW EXPRESS SERVICE

KAISER WILHELM II.

KRONPRINZ WILHELM.

KAISER WILHELM DER GROSSE.

TWIN SCREW PASSENGER SERVICE

Barbarossa. Bremen. Friedrich der Grosse. Grosser Kurfuerst. Koenigin Luise. Koenig Albert. Prinzess Irene. Prinzess Alice. Rhein. Main. Neckar.

PROPOSED SAILINGS (Subject to Change.)

From Europe.					Departures From New York.			
DEPARTURES			Due at New York	STEAMERS.	FROM NEW YORK.	Due at Plymouth	Due at Cherbourg	Due at Bremen
From Bremen	From Southampton	From Cherbourg			1905			
Special Train leaves between 7 and 8 a.m.	Special Train leaves London Waterloo Station 9:25 a. m.	Special Train leaves Paris St. Lazare, at 9.30 a.m.				Special Train awaits arrival of Steamers from New York	Special Train awaits arrival of Steamers from New York	Special Train awaits arrival of Steamers from New York
Apr. 18	Apr. 19	Apr. 19	Apr. 25	KRONPRINZ WILHELM	Tues., May 2 5 A. M.	May 8	May 8	May 9
Apr. 15	.....	Apr. 16	Apr. 25	Barbarossa	Thur., May 4 10 A. M.	May 13	May 13	May 14
Apr. 25	Apr. 26	Apr. 26	May 2	KAISER WILHELM DER GROSSE	Tues., May 9 10 A. M.	May 15	May 15	May 16
Apr. 22	.....	Apr. 23	May 2	Gneisenau	Thur., May 11 10 A. M.	May 20	May 20	May 21
May 2	May 3	May 3	May 9	KAISER WILHELM II	Tues., May 16 1 P. M.	May 22	May 22	May 23
Apr. 29	.....	Apr. 30	May 9	Grosser Kurfuerst	Thur., May 18 10 A. M.	May 27	May 27	May 28
May 6	.....	May 7	May 16	Prinzess Alice	Tues., May 23 10 A. M.	June 1	June 1	June 2
May 16	May 17	May 17	May 23	KRONPRINZ WILHELM	Tues., May 30 1 P. M.	June 5	June 5	June 6
May 13	.....	May 14	May 23	Bremen	Thur., June 1 10 A. M.	June 10	June 10	June 11
.....	.....	.....	.....	Neckar	Sat., June 3 10 A. M.	.....	.....	June 14
May 23	May 24	May 24	May 30	KAISER WILHELM DER GROSSE	Tues., June 6 10 A. M.	June 12	June 12	June 13
May 20	.....	May 21	May 30	Barbarossa	Thur., June 8 10 A. M.	June 17	June 17	June 18
May 30	May 31	May 31	June 6	KAISER WILHELM II	Tues., June 13 Noon	June 19	June 19	June 20
May 27	.....	May 28	June 6	Friedrich der Grosse	Thur., June 15 10 A. M.	June 24	June 24	June 25
June 3	.....	June 4	June 13	Grosser Kurfuerst	Tues., June 20 10 A. M.	June 29	June 29	June 30
June 13	June 14	June 14	June 20	KRONPRINZ WILHELM	Tues., June 27 11 A. M.	July 3	July 3	July 4
June 10	June 11	.....	June 20	Prinzess Alice	Thur., June 29 10 A. M.	July 8	July 8	July 9
June 20	June 21	June 21	June 27	KAISER WILHELM DER GROSSE	Tues., July 4 10 A. M.	July 10	July 10	July 11
June 17	.....	June 18	June 27	Bremen	Thur., July 6 10 A. M.	July 15	July 15	July 16
June 27	June 28	June 28	July 4	KAISER WILHELM II	Tues., July 11 11 A. M.	July 17	July 17	July 18
June 24	June 25	.....	July 4	Barbarossa	Thur., July 13 10 A. M.	July 22	July 22	July 23
July 1	.....	July 2	July 11	Friedrich Der Grosse	Tues., July 18 10 A. M.	July 27	July 27	July 28
July 8	July 9	.....	July 18	Grosser Kurfuerst	Tues., July 25 10 A. M.	Aug. 3	Aug. 3	Aug. 4
July 18	July 19	July 19	July 25	KRONPRINZ WILHELM	Tues., Aug. 1 6 A. M.	Aug. 7	Aug. 7	Aug. 8
July 15	.....	.....	July 26	Main	Thur., Aug. 3 10 A. M.	.....	.....	Aug. 14
July 25	July 26	July 26	Aug. 1	KAISER WILHELM DER GROSSE	Tues., Aug. 8 10 A. M.	Aug. 14	Aug. 14	Aug. 15
July 22	July 23	.....	Aug. 1	Bremen	Thur., Aug. 10 10 A. M.	Aug. 19	Aug. 19	Aug. 20
Aug. 1	Aug. 2	Aug. 2	Aug. 8	KAISER WILHELM II	Tues., Aug. 15 6 A. M.	Aug. 21	Aug. 21	Aug. 22
July 29	.....	July 30	Aug. 8	Barbarossa	Thur., Aug. 17 10 A. M.	Aug. 26	Aug. 26	Aug. 27
Aug. 5	Aug. 6	.....	Aug. 15	Friedrich Der Grosse	Tues., Aug. 22 10 A. M.	Aug. 31	Aug. 31	Sept. 1
Aug. 15	Aug. 16	Aug. 16	Aug. 22	KRONPRINZ WILHELM	Tues., Aug. 29 2 P. M.	Sept. 4	Sept. 4	Sept. 5
Aug. 12	.....	Aug. 13	Aug. 22	Grosser Kurfuerst	Thur., Aug. 31 10 A. M.	Sept. 8	Sept. 8	Sept. 9
Aug. 22	Aug. 23	Aug. 23	Aug. 29	KAISER WILHELM DER GROSSE	Tues., Sept. 5 10 A. M.	Sept. 11	Sept. 11	Sept. 12
Aug 19	.....	.....	Aug. 31	Main	Thur., Sept. 7 10 A. M.	.....	.....	Sept. 19
Aug. 29	Aug. 30	Aug. 30	Sept. 5	KAISER WILHELM II	Tues., Sept. 12 3 P. M.	Sept. 18	Sept. 18	Sept. 19
Aug. 26	.....	Aug. 27	Sept. 5	Bremen	Thur., Sept. 14 10 A. M.	Sept. 23	Sept. 23	Sept. 24
Sept. 2	.....	.....	Sept 14	Neckar	Tues., Sept. 19 10 A. M.	.....	.....	Oct. 1

STEAMERS DO NOT CALL AT PORTS WHERE DATE IS OMITTED.

NORTH GERMAN LLOYD PIERS, HOBOKEN, NEW JERSEY.

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North German Lloyd Steamship Company.

PROPOSED SAILINGS (Subject to Change.)

From Mediterranean Ports

DEPARTURES From GENOA	DEPARTURES From NAPLES	DEPARTURES From Gibraltar	DUE at New York
Apr. 27	Apr. 28	May 1	May 10
May 4	May 5	May 8	May 17
.....	May 12	May 15	May 25
May 18	May 19	May 22	May 31
May 25	May 26	May 29	.....
June 1	June 2	June 5	June 14
June 8	June 9	June 12	June 21
June 22	June 23	June 26	July 5
July 6	July 7	July 10	July 19
July 18	July 19	July 22	July 31
Aug. 1	Aug. 2	Aug. 5	Aug. 14
Aug. 15	Aug. 16	Aug. 19	Aug. 28
Aug. 24	Aug. 25	Aug. 28	Sept. 6
Sept. 7	Sept. 8	Sept. 11	Sept. 20
Sept. 21	Sept. 22	Sept. 25	Oct. 4
Sept. 28	Sept. 29	Oct. 2	Oct. 11
Oct. 12	Oct. 13	Oct. 16	Oct. 25
.....	.....	.....	.....
Oct. 26	Oct. 27	Oct. 30	Nov. 8
Nov. 2	Nov. 3	Nov. 6	Nov. 15
Nov. 16	Nov. 17	Nov. 20	Nov. 29
.....	Nov. 22	.....	Dec. 5

To Mediterranean Ports

FROM NEW YORK STEAMSHIPS	DATE	DUE at Gibraltar	DUE at NAPLES	DUE at GENOA
	1905			
.....Koenig Albert.....	Sat., May 13 .....11 a. m.	May 22	May *25	May 26
.....Koenigin Luise.....	Sat., May 20 .....11 a. m.	May 29	June 1	June 2
.....Neckar	Enters Northern Service.	.....	.....	.....
.....Prinzess Irene.....	Sat., June 3.....11 a. m.	June 12	June 15	June 16
.....Weimar.....	....	.....	.....	.....
..... Koenig Albert.....	Sat., June 17.....11 a. m.	June 26	June 29	June 30
..... Koenigin Luise	Sat., June 24.....11 a. m.	July 3	July 6	July 7
.....Prinzess Irene.....	Sat., July 8 .....11 a. m.	July 17	July 20	July 21
.....Koenig Albert.....	Sat., July 22.....11 a. m.	July 31	Aug. 3	Aug. 4
.....Koenigin Luise.....	Sat., Aug. 5.....11 a. m.	Aug. 14	Aug. 17	Aug. 18
.....Prinzess Irene.....	Sat., Aug. 19.....11 a. m.	Aug. 28	Aug. 31	Sept. 1
.....Koenig Albert.....	Sat., Sept. 2 .....11 a. m.	Sept. 11	Sept. 14	Sept. 15
.....Koenigin Luise.....	Sat., Sept. 9 .....11 a. m.	Sept. 18	Sept. 21	Sept 22
.....Prinzess Irene.....	Sat., Sept. 23.....11 a. m.	Oct. 2	Oct. 5	Oct. 6
.....Koenig Albert.....	Sat., Oct. 7.....11 a. m.	Oct. 16	Oct. 19	Oct. 20
.....Koenigin Luise.....	Sat., Oct. 14 .....11 a. m	Oct. 23	Oct. 26	Oct. 27
.....Prinzess Irene.....	Sat., Oct. 28.....11 a. m.	Nov. 6	Nov. 9	Nov. 10
.....Neckar	Sat., Nov. 4..... ....11 a. m.	Nov. 14	Nov. 17	.....
.....Koenig Albert.....	Sat., Nov. 11.....11 a. m.	Nov. 20	Nov. 23	Nov. 24
.....Koenigin Luise.....	Sat., Nov. 18 .....11 a. m.	Nov. 27	Nov. 30	Dec. 1
.....Prinzess Irene.....	Sat., Dec. 2.....11 a. m.	Dec 11	Dec. 14	Dec. 15
.....Neckar.	Sat., Dec. 9.....11 a. m.	Dec. 19	Dec. 22	.....

STEAMERS **DO NOT** CALL AT PORTS WHERE DATE IS OMITTED.

NORTH GERMAN LLOYD PIERS, HOBOKEN, NEW JERSEY.

*Connecting at NAPLES with North German Lloyd Steamship **Hohenzollern** for ALEXANDRIA.

Through Tickets to Asia and Australia from New York by the North German Lloyd Mediterranean Service via Naples and the North German Lloyd Imperial Mail Steamers to the East.

FIRST CABIN ROUNDTRIP OR EXCURSION TICKETS.

On Roundtrip Tickets a ***reduction of 10 per cent.*** of the return fare only is made. Passengers not taking Roundtrip Tickets are not allowed any reduction when taking their homeward tickets. These tickets are limited to one year and may be used on any steamer of the line on which there is accommodation vacant at the rate paid for. Accommodation will be reserved in advance only when roundtrip tickets are purchased before departure from New York.

Passengers holding North German Lloyd Return Tickets (Northern or Mediterranean Service) have the option of returning by Northern or **Mediterranean** Services or by any of the following lines, subject to the rules and conditions of the line by which passage is taken and to the payment of difference in fare, if any:—*American Line, Atlantic Transport Line, Cie Gle. Transatlantique, Dominion Line, Hamburg-American Line, Holland-America Line, Leyland Line, Red Star Line, White Star Line.*

RETURN TICKETS are good only for accommodation at the rate specified therein, If no accommodation at the rate paid is available, and superior accommodation be desired, the difference will have to be paid by the passenger.

Mediterranean Service.

SECOND CABIN.

All Mediterranean steamers (S. S. Neckar excepted) now carry **Second Cabin** passengers TO and FROM Mediterranean Ports.

S. S. Neckar and S. S. Weimar carry only **Second Cabin** passengers FROM Mediterranean ports to New York.

Rates to or from Genoa, Naples or Gibraltar,

$55 —per adult

Children between 1 and 12 years of age pay half fare, infants under 1 year $5.

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North German Lloyd Steamship Company.

CHINA LINE. Outward Bound. 1905.

LEAVES	S. S. Sachsen Voy. 320	S. S. Scharnhorst Voy. 321	S. S. Prinz Heinrich Voy. 322	S. S Prinz Eitel Fried. Voy. 323	S. S. Preussen Voy. 324	S. S. Roon Voy. 325	S. S. Bayern Voy. 326	S. S Gneisenau. Voy. 327	S.S. Prinz'ss Alice. Voy. 328	S. S. Sachsen. Voy. 329	S. S. Prinz Reg. Luitpold Voy. 330	S. S. Prinz Heinrich Voy. 331	S. S. Prinz Eitel Fried. Voy. 332	S. S. Preussen Voy. 333	S. S. Roon Voy. 334
Bremen.....(Wed.)	May 10	.....	June 7	.....	July 5	.....	Aug. 2	.....	Aug. 30	.....	Sep. 27	.....	Oct. 25	.....	Nov. 22
Hamburg.....(Thur.)	.....	May 25	.....	June 22	.....	July 20	.....	Aug. 17	.....	Sep. 14	.....	Oct. 12	.....	Nov. 9	.....
Rotterdam.....(arr. Thur.)	May 11	.....	June 8	.....	July 6	.....	Aug. 3	.....	Aug. 31	.....	Sep. 28	.....	Oct. 26	.....	Nov. 23
Antwerp.....(Mon.)	May 15	May 29	June 12	June 26	July 10	July 24	Aug. 7	Aug 21	Sep. 4	Sep. 18	Oct. 2	Oct. 16	Oct. 30	Nov. 13	Nov. 27
Southampton.....(Tues.)	May 16	May 30	June 13	June 27	July 11	July 25	Aug. 8	Aug. 22	Sep. 5	Sep. 19	Oct. 3	Oct. 17	Oct. 31	Nov. 14	Nov. 28
Gibraltar.....(Sat.)	May 20	June 3	June 17	July 1	July 15	July 29	Aug 12	Aug. 26	Sep. 9	Sep 23	Oct. 7	Oct. 21	Nov. 4	Nov. 18	Dec. 2
Genoa.....(Wed., 11 a.m.)	May 24	June 7	June 21	July 5	July 19	Aug. 2	Aug 16	Aug 30	Sep. 13	Sep. 27	Oct. 11	Oct. 25	Nov. 8	Nov. 22	Dec. 6
Naples.....(arr. Thur., 9 a.m.)	May 25	June 8	June 22	July 6	July 20	Aug. 3	Aug. 17	Aug. 31	Sep. 14	Sep. 28	Oct. 12	Oct. 26	Nov. 9	Nov. 23	Dec. 7
Naples.. (lve. Thur., 12, M'd't.)	May 25	June 8	June 22	July 6	July 20	Aug. 3	Aug. 17	Aug. 31	Sep 14	Sep. 28	Oct. 12	Oct. 26	Nov. 9	Nov. 23	Dec. 7
Port Said.....(arr. Mon.)	May 29	June 12	June 26	July 10	July 24	Aug. 7	Aug. 21	Sep. 4	Sep. 18	Oct. 2	Oct. 16	Oct. 30	Nov. 13	Nov. 27	Dec. 11
Suez.....(arr. Tues.)	May 30	June 13	June 27	July 11	July 25	Aug. 8	Aug. 22	Sep. 5	Sep. 19	Oct. 3	Oct. 17	Oct. 31	Nov. 14	Nov. 28	Dec. 12
Aden.....(arr. Sat.)	June 3	June 17	July 1	July 15	July 29	Aug. 12	Aug. 26	Sep. 9	Sep. 23	Oct. 7	Oct 21	Nov. 4	Nov. 18	Dec. 2	Dec. 16
Colombo.....(arr.)	June 10	June 24	July 8	July 22	Aug. 5	Aug. 19	Sep. 2	Sep 16	Sep. 30	Oct. 15	Oct. 29	Nov. 12	Nov. 26	Dec 10	Dec. 24
Penang.....(arr.)	June 15	June 29	July 13	July 27	Aug. 10	Aug 24	Sep. 7	Sep. 21	Oct. 5	Oct. 20	Nov. 3	Nov 17	Dec. 1	Dec. 15	Dec. 29
Singapore.....(arr.)	June 16	June 30	July 14	July 28	Aug. 11	Aug. 25	Sep. 8	Sep. 22	Oct. 6	Oct. 21	Nov. 4	Nov. 18	Dec. 2	Dec. 16	Dec. 30 1906
Hong Kong.....(arr.)	June 22	July 6	July 20	Aug. 3	Aug. 17	Aug. 31	Sep. 14	Sep. 28	Oct. 12	Oct 27	Nov. 10	Nov. 24	Dec. 8	Dec. 22	Jan. 5
Shanghai (arr.)	June 26	July 10	July 24	Aug. 7	Aug. 21	Sep. 4	Sep. 18	Oct. 2	Oct. 16	Oct. 31	Nov. 14	Nov. 28	Dec. 12	Dec. 26	Jan. 9
Shanghai (lve.)	June 28	July 12	July 26	Aug. 9	Aug. 23	Sep 6	Sep. 20	Oct. 4	Oct. 18	Nov. 2	Nov. 16	Nov. 30	Dec. 14	Dec. 28	Jan. 11
Nagasaki.....(arr.)	June 29	July 13	July 27	Aug. 10	Aug. 24	Sep. 7	Sep 21	Oct. 5	Oct. 19	Nov. 3	Nov. 17	Dec. 1	Dec. 15	Dec. 29	Jan 12
Kobe (Hiogo).....(arr.)	June 30	July 14	July 28	Aug. 11	Aug. 25	Sep. 8	Sep. 22	Oct. 6	Oct. 20	Nov. 5	Nov 19	Dec. 3	Dec. 17	Dec. 31	Jan. 14
Yokohama.....(arr.)	July 2	July 16	July 30	Aug. 13	Aug 27	Sep. 10	Sep 24	Oct. 8	Oct. 22	Nov. 7	Nov. 21	Dec. 5	Dec. 19	Jan. 2	Jan. 16

CHINA LINE. Homeward Bound. 1905.

LEAVES	S. S. Roon Voy. 316	S. S. Bayern Voy. 317	S. S. Zieten Voy. 318	S. S. Sachsen Voy. 319	S. S. Gneisenau Voy. 320	S. S. Scharnhorst Voy. 321	S. S Prinz Heinrich Voy 322	S. S. Prinz Eitel Fried. Voy. 325	S. S. Preussen Voy. 324	S. S. Roon Voy. 325	S. S. Bayern Voy. 326	S. S. Gneisenau Voy. 327	S. S. Prinzess Alice Voy. 328	S. S. Sachsen Voy. 329	S. S. Prinz Reg. Luitpold Voy. 330
Yokohama.....arr.	May 13	May 27	June 10	June 24	July 8	July 22	Aug. 5	Aug. 19	Sep. 2	Sep. 16	Sep. 30	Oct. 14	Oct. 28	Nov. 11	Nov. 25
Kobe (Hiogo).....arr.	May 15	May 29	June 12	June 26	July 10	July 24	Aug. 7	Aug. 21	Sep. 4	Sep. 18	Oct. 2	Oct. 16	Oct. 30	Nov. 13	Nov. 27
Nagasaki.....arr.	May 17	May 31	June 14	June 28	July 12	July 26	Aug. 9	Aug. 23	Sep. 6	Sep. 20	Oct. 4	Oct. 18	Nov. 1	Nov. 15	Nov. 29
Shanghai arr.	May 18	June 1	June 15	June 29	July 13	July 27	Aug. 10	Aug. 24	Sep. 7	Sep. 21	Oct. 5	Oct. 19	Nov. 2	Nov. 16	Nov. 30
Shanghai lve.	May 20	June 3	June 17	July 1	July 15	July 29	Aug. 12	Aug. 26	Sep. 9	Sep. 23	Oct 7	Oct. 21	Nov. 4	Nov. 18	Dec. 2
Hong Kong.....arr.	May 25	June 8	June 22	July 6	July 20	Aug. 3	Aug. 17	Aug. 31	Sep. 13	Sep. 27	Oct. 11	Oct. 25	Nov. 8	Nov. 22	Dec. 6
Singapore.....arr.	May 30	June 13	June 27	July 11	July 25	Aug. 8	Aug 22	Sep. 5	Sep. 18	Oct. 2	Oct. 16	Oct. 30	Nov. 13	Nov. 27	Dec. 11
Penang.....arr.	June 1	June 15	June 29	July 13	July 27	Aug 10	Aug. 24	Sep. 7	Sep. 20	Oct. 4	Oct. 18	Nov. 1	Nov. 15	Nov. 29	Dec. 13
Colombo.....arr.	June 6	June 20	July 4	July 18	Aug. 1	Aug. 15	Aug. 29	Sep. 12	Sep. 25	Oct. 8	Oct. 22	Nov. 5	Nov. 19	Dec. 3	Dec. 17
Aden.....arr.	June 14	June 28	July 12	July 26	Aug. 9	Aug. 23	Sept. 6	Sep. 20	Oct. 3	Oct. 15	Oct. 29	Nov. 12	Nov. 26	Dec. 10	Dec. 24
Suez.....arr.	June 18	July 2	July 16	July 30	Aug. 13	Aug 27	Sept. 10	Sep. 24	Oct. 7	Oct 19	Nov. 2	Nov. 16	Nov. 30	Dec. 14	Dec. 28
Port Said.....arr.	June 19	July 3	July 17	July 31	Aug 14	Aug. 28	Sept. 11	Sep. 25	Oct. 8	Oct. 21	Nov. 4	Nov. 18	Dec. 2	Dec. 16	Dec. 30 1906
Naples.....arr.	June 22	July 6	July 20	Aug. 3	Aug. 17	Aug. 31	Sept 14	Sep. 28	Oct. 11	Oct. 24	Nov. 7	Nov. 21	Dec. 5	Dec. 19	Jan. 2
Naples.....lve.	June 23	July 7	July 21	Aug. 4	Aug. 18	Sept. 1	Sept. 15	Sep. 29	Oct. 12	Oct. 25	Nov. 8	Nov. 22	Dec. 6	Dec. 20	Jan. 3
Genoa.....arr.	June 24	July 8	July 22	Aug. 5	Aug. 19	Sept. 2	Sept. 16	Sep. 30	Oct. 13	Oct. 26	Nov, 9	Nov. 23	Dec. 7	Dec 21	Jan. 4
Gibraltar.....arr.	June 28	July 12	July 26	Aug. 9	Aug. 23	Sept. 6	Sept. 20	Oct. 4	Oct. 17	Oct. 30	Nov. 13	Nov. 27	Dec. 11	Dec. 25	Jan. 8
Southampton.....arr.	July 2	July 16	July 30	Aug. 13	Aug. 27	Sept 10	Sept. 24	Oct. 8	Oct. 21	Nov. 3	Nov. 17	Dec. 1	Dec. 15	Dec. 29	Jan. 12
Antwerp.....arr.	July 3	July 17	July 31	Aug. 14	Aug 28	Sept 11	Sept. 25	Oct. 9	Oct. 22	Nov. 4	Nov, 18	Dec. 2	Dec. 16	Dec. 30	Jan. 13
Hamburg.....arr.	July 6	.....	Aug. 3	Aug 17	Aug. 31	.....	Sept. 28	.....	Oct. 25	.....	Nov. 21	.....	Dec. 19	.....	Jan. 16
Bremen.....arr.	.....	July 20	.....	.....	.....	Sept 14	.....	Oct. 12	.....	Nov. 7	... ..	Dec. 5	.....	Jan. '06,2	.....

Proposed Sailings of Twin-Screw Steamship "Schleswig" and "Hohenzollern," between Marseilles, Naples, Alexandria and Return.

TIME TABLE

STEAMERS.	MARSEILLES	NAPLES		ALEXANDRIA		NAPLES		MARSEILLES
	Leave Wednesdays, 3 p. m.	Arrive Thursdays	Leave Fri., 10 a. m.	Arrive Mondays	Leave Wed., 5 p.m.	Arrive Saturdays	Leave Sun., 4 p.m.	Arrive Tuesday
Schleswig	May 3	May 4	May 5	May 8	May 10	May 13	May 14	May 16
Hohenzollern	May 10	May 11	May *12	May 15	May 17	May 20	May 21	May 22
Schleswig	May 17	May 18	May 19	May 22	May 24	May 27	May 28	May 30
Hohenzollern	May.....24	May 25	May *26	May 29	May 31	June 3	June 4	June 6
Hohenzollern	June..... 7	June 8	June 9	June 12	June 14	June 17	June 18	June 20

*Connections made at NAPLES with steamer arriving from New York. Train leaves ALEXANDRIA 3.35 p. m. arriving at CAIRO 7.25 p.m

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North German Lloyd Steamship Company.

AUSTRALIAN LINE. Outward Bound, 1905.

LEAVES	S. S. Karlsruhe Voy. 258	S. S. Gera Voy. 259	S. S. Prinz Reg. Luitpold Voy. 260	S. S. Darmstadt Voy. 261	S. S. Seydlitz Voy. 262	S. S. Zieten Voy. 263	S. S. Barbarossa Voy. 264	S. S. Bremen Voy. 265	S. S. Grosser Kurfurst Voy. 266	S. S. Seydlitz Voy. 267	S. S. Friedrich der Grosse Voy. 268
Bremen .....(Wed.)	Mar. 23	Apr. 19	May 17	June 14	July 12	Aug. 9	Sept. 6	Oct. 4	Nov. 1	Nov. 29	Dec. 27
Antwerp.... .....(Sun.)	Mar. 26	Apr. 23	May 21	June 18	July 16	Aug. 13	Sept. 10	Oct. 8	Nov. 5	Dec. 3	Dec. 31
Southampton ...(Mon.)	Mar. 27	Apr. 24	May 22	June 19	July 17	Aug. 14	Sept. 11	Oct. 9	Nov. 6	Dec. 4	Jan. '6 1
Genoa . (Tue., 10 a. m.)	Apr. 4	May 2	May 30	June 27	July 25	Aug. 22	Sept. 19	Oct. 17	Nov. 14	Dec. 12	Jan. 9
Naples..(arr. Wed. a.m.)	Apr. 5	May 3	May 31	June 28	July 26	Aug. 23	Sept. 20	Oct. 18	Nov. 15	Dec. 13	Jan. 10
Naples (lve. Wed. 10 p.m.)	Apr. 5	May 3	May 31	June 28	July 26	Aug. 23	Sept. 20	Oct. 18	Nov. 15	Dec. 13	Jan. 10
Port Said.....(Sun.)	Apr. 9	May 7	June 4	July 2	July 30	Aug. 27	Sept. 24	Oct. 22	Nov. 19	Dec. 17	Jan. 14
Suez .....(Mon.)	Apr. 10	May 8	June 5	July 3	July 31	Aug. 28	Sept. 25	Oct. 23	Nov. 20	Dec. 18	Jan. 15
Aden .....(Sat.)	Apr. 15	May 13	June 10	July 8	Aug. 5	Sept. 2	Sept. 30	Oct. 28	Nov. 25	Dec. 23	Jan. 20
Colombo..... ....(Sat.)	Apr. 22	May 20	June 17	July 15	Aug. 12	Sept. 9	Oct. 7	Nov. 4	Dec. 2	Dec. 30	Jan. 27
Fremantle.....(Thurs.)	May 4	June 1	June 29	July 27	Aug. 24	Sept. 21	Oct. 19	Nov. 16	Dec. 14	Jan. '6, 11	Feb. 8
Adelaide.....(Tues.)	May 9	June 6	July 4	Aug. 1	Aug. 29	Sept. 26	Oct. 24	Nov. 21	Dec. 19	Jan. 16	Feb. 13
Melbourne.....(Fri.)	May 12	June 9	July 7	Aug. 4	Sept. 1	Sept. 29	Oct. 27	Nov. 24	Dec. 22	Jan. 19	Feb. 16
Sydney.....(Mon.)	May 15	June 12	July 10	Aug. 7	Sept. 4	Oct. 2	Oct. 30	Nov. 27	Dec. 25	Jan. 22	Feb. 19

AUSTRALIAN LINE. Homeward Bound, 1905.

LEAVES	S. S. Scharnhorst Voy. 256	S. S. Seydlitz Voy. 257	S. S. Karlsruhe Voy. 258	S. S. Gera Voy. 259	S. S. Prinz Reg. Luitpold Voy. 260	S. S. Darmstadt Voy. 261	S. S. Seydlitz Voy. 262	S. S. Zieten Voy. 263	S. S. Barbarossa Voy. 264	S. S. Bremen Voy. 265	S. S. Grosser Kurfurst Voy. 266	S. S. Seydlitz Voy. 267	S. S. Friedrich der Grosse Voy. 268
Sydney..... .(Sat.)	Apr. 1	Apr. 29	May 27	June 24	July 22	Aug. 19	Sept. 16	Oct. 14	Nov. 11	Dec. 9	Jan. '6 6	Feb. 3	Mar. 3
Melbourne.....	Apr. 3	May 1	May 29	June 26	July 24	Aug. 21	Sept. 18	Oct. 16	Nov. 13	Dec. 11	Jan. 8	Feb. 5	Mar. 5
Adelaide.....	Apr. 8	May 6	June 3	July 1	July 29	Aug. 26	Sept. 23	Oct. 21	Nov. 18	Dec. 16	Jan. 13	Feb. 10	Mar. 10
Fremantle.....	Apr. 13	May 11	June 8	July 6	Aug. 3	Aug. 31	Sept. 28	Oct. 26	Nov. 23	Dec. 21	Jan. 18	Feb. 15	Mar. 15
Colombo.....	Apr. 24	May 23	June 20	July 18	Aug. 15	Sept. 12	Oct. 10	Nov. 6	Dec. 4	Jan. '6 1	Jan. 29	Feb. 26	Mar. 26
Aden.....	May 1	May 31	June 28	July 26	Aug. 23	Sept. 20	Oct. 18	Nov. 13	Dec. 11	Jan. 8	Feb. 5	Mar. 5	Apr. 2
Suez.....	May 6	June 5	July 3	July 31	Aug. 28	Sept. 25	Oct. 23	Nov. 18	Dec. 16	Jan. 13	Feb. 10	Mar. 10	Apr. 7
Port Said.....	May 6	June 5	July 3	July 31	Aug. 28	Sept. 25	Oct. 23	Nov. 18	Dec. 16	Jan. 13	Feb. 10	Mar. 10	Apr. 7
Naples .....arr.	May 10	June 9	July 7	Aug. 4	Sept. 1	Sept. 29	Oct. 27	Nov. 22	Dec. 20	Jan. 17	Feb. 14	Mar. 14	Apr. 11
Naples.....lve.	May 11	June 10	July 8	Aug. 5	Sept. 2	Sept. 30	Oct. 28	Nov. 23	Dec. 21	Jan. 18	Feb. 15	Mar. 15	Apr. 12
Genoa.....	May 12	June 11	July 9	Aug. 6	Sept. 3	Oct. 1	Oct. 29	Nov. 24	Dec. 22	Jan. 19	Feb. 16	Mar. 16	Apr. 13
Southampton	May 20	June 19	July 17	Aug. 14	Sept. 11	Oct. 9	Nov. 6	Dec. 2	Dec. 30	Jan. 27	Feb. 24	Mar. 24	Apr. 21
Antwerp.....	May 21	June 20	July 18	Aug. 15	Sept. 12	Oct. 10	Nov. 7	Dec. 3	Dec. 31	Jan. 28	Feb. 25	Mar. 25	Apr. 22
Bremen.....	May 24	June 23	July 21	Aug. 18	Sept. 15	Oct. 13	Nov. 10	Dec. 6	Jan. '6, 3	Jan. 31	Feb. 28	Mar. 28	Apr. 25

HONG KONG AND SYDNEY

BRANCH LINE. Outward Bound, 1905.

Singapore, Batavia, Macassar, New Guinea, Brisbane and Sydney.

	LEAVES	Prinz Sigismund	Prinz Waldemar	Prinz Sigismund	Prinz Waldemar	
Main Line Steamers		Trip 9	Trip 10	Trip 11	Trip 12	Trip 13
	Bremen.....	May 17	June 14	July 12	Aug. 9	Sept. 6
	Adelaide	July 4	Aug. 1	Aug. 29	Sept. 26	Oct. 24
	Sydney*.....arr.	July 10	Aug. 7	Sept. 4	Oct. 2	Oct. 30
Branch Line	Sydney.... lvs. 11 a.m.	July 8	Aug. 5	Sept. 2	Sept. 30	Oct. 28
	Herbertshöhe & Matupi or Simpsonhafen ar.. lvs.	July 17 / July 18	Aug. 14 / Aug. 15	Sept. 11 / Sept. 12	Oct. 9 / Oct. 10	Nov. 6 / Nov. 7
	Friedrich ar.....	July 20	Aug. 17	Sept. 14	Oct. 12	Nov. 9
	Wilh. Hafen lvs....	July 21	Aug. 18	Sept. 15	Oct. 13	Nov. 10
	Hongkong arr. a m.	July 31	Aug. 28	Sept. 25	Oct. 23	Nov. 20
Main Line	Hongkong, homeward	Aug. 3	Aug. 31	Sept. 27	Oct. 25	Nov. 22
	Naples.....arr	Aug. 31	Sept. 28	Oct 24	Nov. 21	Dec. 19
	Bremen.....arr	Sept. 14	Oct. 12	Nov. 7	Dec. 5	Jan. 2
Branch Line.	Hongkong.....lvs.	Aug. 1	Aug. 29	Sept. 26	Oct. 24	Nov. 21
	Kobe .....arr. a m	Aug. 6	Sept. 3	Oct. 1	Oct. 29	Nov. 26
	Yokohama.....arr.	Aug. 8	Sept. 5	Oct. 3	Oct. 31	Nov. 28

BRANCH LINE. Homeward Bound, 1905.

Sydney, Brisbane, New Guinea, Macassar, Batavia and Singapore.

	LEAVES	Prinz Sigismund	Prinz Waldemar	Prinz Sigismund	Prinz Waldemar	Prinz Sigismund
Branch Line		Trip 6	Trip 7	Trip 8	Trip 9	Trip 10
	Yokohama.....p.m.	May 20	June 17	July 15	Aug. 12	Sept. 9
	Kobe..... arr. a m.	May 21	June 18	July 16	Aug. 13	Sept. 10
	Hongkong.....arr.	May 27	June 24	July 22	Aug. 19	Sept. 16
Main Line	Bremen	Apr. 12	May 10	June 7	July 5	Aug. 2
	Naples	Apr. 27	May 25	June 22	July 20	Aug. 17
	Hongkong .....arr..	May 25	June 22	July 20	Aug. 17	Sept. 14
Branch Line	Hongkong ...lvs. p.m.	May 29	June 26	July 24	Aug. 21	Sept. 18
	Friedrich arr	June 8	July 6	Aug. 3	Aug. 31	Sept. 28
	Wilhelms Hafen lvs	June 9	July 7	Aug. 4	Sept. 1	Sept. 29
	Herbertshöhe & Matupi or Simpsonhafen arr lvs	June 10 / June 11	July 8 / July 9	Aug. 5 / Aug. 6	Sept. 2 / Sept. 3	Sept. 30 / Oct. 1
	Sydney.....arr.	June 21	July 19	Aug.	Sept. 13	Oct. 11
Main Line Steamers	Sydney.....lvs.	June 24	July 22	Aug. 19	Sept. 16	Oct. 14
	Bremen .....arr.	Aug. 18	Sept. 15	Oct. 13	Nov. 10	Dec. 6

*Usually steamers arrive Sydney 2 or 3 days ahead of schedule time so that connection is made by steamer. Otherwise connection is made from Adelaide by rail.

Every three months a steamer will ply between Friedrich-Wilhelmshafen and Stephansort, Finschhafen (Langemackbucht) Potsdamhafen and Tamara (Seleo), eventually Kappel Bay (Rockhampton), New Castle, N. S. W., and Melbourne may be called at.

The sailing dates will be observed as much as possible; however, in intermediate ports arrivals and departures may take place earlier or later than stated above, according to circumstances.

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North German Lloyd Steamship Company.

BREMEN TO SOUTH AMERICA

RIVER PLATE LINE.

Bremen—Montevideo and Buenos Ayres, via Antwerp, Coruna, Villagarcia, or Vigo.

STEAMERS	FROM Bremen	FROM Antwerp	FROM Coruna
(1) Wurzburg	May 6	May 10	May 13
(2) Marburg	May 20	May 24	.....
(1) Berkum	June 3	June 7	June 10
(1) Helgo'and	June 17	June 21	June 24

(1) Carry a limited number of Second Cabin passengers, Steerage Passengers and freight.
(2) Carry freight only—no passengers.

BRAZIL LINE.

Bremen—Pernambuco, Bahia, Riode Janeiro and Santos, via Antwerp & Leixoes, and Lisbon event, Madeira (Funchal).

STEAMERS	FROM Bremen	FROM Antwerp	FROM Leixoes, Oporto	FROM Lisbon
¶Wittenberg † *	Apr. 15	Apr. 19	Apr. 24	Apr. 25
§Crefeld ‡	Apr. 29	May 3	May 8	May 9
¶Bonn *	May 13	May 17	May 22	May 23
§Aachen	May 27	May 31	June 5	June 6
¶Heidelberg *	June 10	June 14	June 19	June 20
§Halle	June 24	June 28	July 3	July 4

§Via Pernambuco, Rio de Janeiro and Santos.
¶Via Bahia, Rio de Janeiro and Santos.
*Also Maceo.
‡Also Sao Francisco (South Brazil). Route: Rio, Sao Francisco, Santos.
Steamers carry Steerage passengers and a limited number of Second Cabin passengers, also freight.
†S. S. Wittenberg carries only Steerage passengers and freight.
Connections for freight made with steamers at Paranagua, Sao Francisco, Desterro and Rio Grande do Sul.

CUBA LINE.

Bremen, Antwerp, Coruna event. or Vigo, Villagarcia to Havana, Cienfugos and Manzanillo.

STEAMERS	FROM Bremen	FROM Antwerp	FROM Coruna
Mainz	Apr. 14	Apr. 18	Apr. 21
Coblenz	May 14	May 18	May 21
Roland	June 14	June 18	June 21

These Steamers carry Steerage passengers, cargo and a limited number of Second Cabin passengers.

GALVESTON LINE.

Bremen—Galveston, via New York or Baltimore.

STEAMERS	FROM Bremen	STEAMERS	FROM Bremen
Norderney	Apr. 6	Norderney	June 8
Frankfurt	May 11	.....	.....

These steamers carry Steerage passengers, cargo and a limited number of Second Cabin passengers.

NORTH GERMAN LLOYD FLEET

Twin-Screw Express Steamships.

	Horsepower	Tons		Horsepower	Tons
Kaiser Wilhelm II	40,000	19,500	Kaiser Wilhelm d. Grosse	28,000	14,349
Kronprinz Wilhelm	35,000	14,908			

Fast Mail Steamship.

	Horsepower	Tons
Hohenzollern	7,500	6,668

Twin-Screw Passenger Steamships—Barbarossa Class.

	Horsepower	Tons		Horsepower	Tons
Grosser Kurfuerst	9,700	13,182	Koenig Albert	9,000	10,642
Barbarossa	7,000	10,915	Bremen	8,000	11,570
Koenigin Luise	7,000	10,711	Prinzess Irene	9,000	10,881
Friedrich der Grosse	7,200	10,695	Prinzess Alice	9,000	10,881

Twin-Screw Steamships.

	Horsepower	Tons		Horsepower	Tons
Rhein	5,500	10.058	Frankfurt	3,200	7,431
Neckar	6,000	9,835	Koeln	3,200	7,410
Hannover	3,200	7,305	Prinz Heinrich	5,500	6,963
Prinz Regent Luitpold	5,500	6,288	Mainz	1,500	3,204
Wittekind	2,500	5,640	Coblenz	1,500	3,169
Cassel	3,400	7,543	Breslau	3,400	7,594
Chemnitz	3,200	7,542	Brandenburg	3,200	7,533
Willehad	2,500	4,761	Schleswig	4,500	7,000
Zieten	5,000	7,000	Scharnhorst	5,000	7,000
Roon	5,000	7,000	Gneisenau	5,000	7,000
Seydlitz	5,000	7,000	Prinz Waldemar	2,100	3,300
Main	5,500	10,067	Prinz Sigismund	2,100	3,300

Imperial Mail and Regular Service Steamships.

	Horsepower	Tons		Horsepower	Tons
Preussen	3,800	5,295	Karlsruhe	4,200	5,057
Stuttgart	3,200	5,048	Bayern	3,800	5,084
Sachsen	3,800	5,026	Oldenburg	3,200	5,000
Darmstadt	3,200	5,012	Gera	3,200	5,005
Freiburg	2,700	5,965	Marburg	2,700	5,967
Strassburg	2,400	5,057	Wuerzburg	2,400	5,085
Weimar	3,200	4,996	Koenigsberg	2,100	4,856
Erlangen	2,600	4,963	Dresden	2,600	4,527
Pfalz	2,500	4,604	Bamberg	1,800	4,150
Nuernberg	1,800	4,150	Halle	2,200	3,968
Bonn	2,200	3,969	Crefeld	1,900	3,899
Aachen	1,900	3,333	Roland	2,000	3,608
Wittenberg	1,300	3,689	Stolberg	1,510	2,480
Heidelberg	1,800	3,372	Sumatra	350	584
Stettin	1,600	2,478	Seeadler	950	532
Nixe	2,000	843	Helgoland	2,000	5,666
Najade	1,600	700	Borkum	2,000	5,649
Norderney	2,000	5,486	Glueckauf	1,000	736
Mark	2,500	3,756			

Training Vessels—Sailing Ships.

	Tons		Tons
Herzogin Sophie Charlotte	2,581	Herzogin Cecilie	3,209

	Horsepower	Tons
Indo Chinese Coasting Service, 49 steamers	40,950	67,616
River Steamers, 44 steamers	9,685	5,016
147 Lighters		32,451
Total	432,095	587,070

THROUGH TICKETS

Issued in Connection with Tickets by

NORTH GERMAN LLOYD STEAMERS

FROM BREMEN AND SOUTHAMPTON by North German Lloyd Steamers (China Line) to Genoa, Naples, Port Said, Suez, Aden, Colombo, Singapore, Hong Kong, Shanghai, Yokohama, Hiogo and Nagasaki, connecting at Singapore for Soerabaya, Friedrich Wilhelmshafen, Stephansort, Finschhafen, Herbertshoehe, and Matupl, Sumatra, Bangkok, Borneo, Batavia, Macassar, New Guinea, Queensland, Sydney. Connections at Hong Kong: Saipan, Ponape, New Guinea, Queensland, Sydney (Australian Line) to Genoa, Naples, Port Said, Suez, Aden, Colombo, Adelaide, Melbourne and Sydney.

FROM BREMEN AND SOUTHAMPTON by North German Lloyd to Montevideo and Buenos Ayres.

Direct Connections from Genoa and Naples to Egypt and the East by the North German Lloyd Imperial Mail Steamers.

Passengers are allowed to stop over at all intermediate ports and to continue voyage without extra charge on any later steamer on which there may be room available, and in such accommodations as may be vacant.

BAGGAGE.

The North German Lloyd and their representatives cannot undertake the forwarding of baggage on arrival at Gibraltar and Naples. Passengers should apply to forwarding agents in these cities.

The North German Lloyd has established a special Baggage Bureau at Genoa, (No. 11 Vico S. Antonio, near the Palazzo Reale), for the purpose of storing baggage or forwarding baggage belonging to the passengers on board of the steamers of the New York Mediterranean Service, as also of the Australian and China Service.

The attention of passengers is drawn to the fact that there is only a very small allowance made for baggage by the Continental Railroad in Europe and the charge made for excess of baggage beyond the limit is very high. The traveler in Europe will therefore do well to limit the amount of his baggage as much as possible.

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AGENTS OF THE NORTH GERMAN LLOYD S. S. CO.

Place:	Name and letter address:	Telegraphic address:
BREMEN	NORTH GERMAN LLOYD, Papenstr. 5-6.	LLOYD, BREMEN.
LONDON	KELLER, WALLIS & CO., 14 Cockspur St., Charing Cross, S.W.	NORDLLOYD, LONDON.
LONDON	KELLER, WALLIS & CO., 2 King William Street, City, E. C.	RELLEK, LONDON.

CABIN BOOKING OFFICES

Berlin	J. V. MESSMER-SALDERN, Hotel Bristol, Unter den Linden 5-6	Nordlloyd, Berlin.
Vienna	CAPT. A. FERNICKEL, Grand Hotel, 9 Kärntner Ring	Nordlloyd, Viinna.
Paris	NORTH GERMAN LLOYD, 2 Rue Scribe	Nordlloyd, Paris.

Aarau	Hans Gerber, Hotel Gerber-Terminus	
Aix-La-Chapelle (Aachen)	Cabin Booking office, Kurinspector E. Leuchter,	Kurinspector, Aachen.
Alexandria	C. H. Schoeller, Cleopatra Lane.	Nordlloyd, Alexandria.
Algiers	Thomas Cook & Son. [drikkade.	Cook, Algiers.
Amsterdam	Wm. H. Müller & Co., 183 Prins Hen-	Nordlloyd, Amsterdam.
Antwerp	Von Bary & Co., Place de Meir 23.	Nordlloyd, Antwerpen.
Aschaffenburg	M. S. Bustelli's Nachfolger (H. G. Köh	Nordlloyd, Aschaffenburg.
Augsburg	Theodor Mühlschlegel. [ler)	
Baden-Baden	F. C. Joerger, Leopoldsplatz.	Bankhaus, Joerger.
Bad Ems	Carl Fischer, 25 Römerstr.	
Bad Kissingen	Friedrich Feustel.	Feustel, Kissengen.
Bad Kissingen	A. Löwenthal, Jr.	Bankgeschäft Löwenthal.
Bad Nauheim	H. Heinrich, Schuckhardt's Pvt. Hotel Bank Agent of Kock, Lauteren & Co.	Heinrich, Bad Nauheim.
Barcelona	Guillermo Schipper, 6 Paseo de Colon.	
Barmen	Rud. Dahl, 12 Altermarkt.	Nordlloyd, Barmen.
Basel	Conrad Schneebeli, 54 Elisabethenstr.	Schneebeli, Basel.
Bergen	J. C. R. Bruenech & Son.	
Berlin	F. Montanus, Invalidenstr, 98 N. W.	Supercargo, Berlin.
Berne	Kehrli & Oeler.	
Beyrout	Weber & Co.	Weber Co., Beyrout.
Bonn a. Rh	Heinr. Brinck, Markt 29.	Brinck, Markt Bonn.
Braunschweig	Carl Camehn, Bohlweg 16.	Carl Camehn, Braunschwe
Breslau	Capt. von Kloch, Ring 17. Becherseite.	Nordlloyd, Breslau.
Brussels	Passage Bureau des Norddeutschen Lloyd, 21-23 Boulevard Anspach.	Nordlloyd, Brussell.
Cairo	Otto Sterzing, Opernplatz.	Nordlloyd, Cairo.
Carlsbad	Rudolf Mayer, Reisebureau.	Nordlloyd, Carlsbad.
Cassel	Aug. Pechmann, Kölnischester 16.	Pechmann, Cassel.
Chemnitz	A. Hauptmann, Theaterstr, 27.	Nordlloyd, Chemnitz.
Christiania	Arntzen & Co., Carl Johans Gade.	
Christianisands	Oluf A. S. Bellessen.	
Cherbourg	LePont & Fils, 46 Quai de Alexandre	Nordlloyd, Cherbourg.
Coblenz	Guido Erxleben. [III.	
Cologne. (Koln a. R)	W. Lippmann, Domkloster 1.	Nordlloyd, Kölnrhein.
Constance	Macaire & Cie, Bankers, Insel Hôtel.	Marcaire, Konstanz.
Copenhagen	Norddeutscher Lloyd, Nv Ostergade, 1.	Nordlloyd, Copenhagen.
Crefeld	Andre Weis, Elisabethstr. 59-61.	Nordlloyd, Crefeld.
Darmstadt	Anton Fischer, Frankfurterst, 12-14.	Anton Fischer, Darmstadt
Davos-Platz	Emil Sartory.	Davosplatz.
Dortmund	Otto zur Hellen, Königshof 7.	Otto Zurhellen, Dortmund
Dresden	Fr. Bremermann, Pragerstrasse 49 nachst Hauptbahnhof.	Nordlloyd, Dresden.
Drontheim	Albrecht W. Selmer.	
Duisburg	Karl Schroers, 92-98 Ruhrorterstr.	
Dusseldorf	Jos. Wolf, Wilhelmsplatz 11.	Wolf, Wilhelmsplatz, [Dusseldo
Erfurt	Paul Schneider.	
Frankfort M'n	Chr. Emil Derschow, Kaiserplatz, 14.	Nordlloyd, Frankfurt-Main
Freiburg Bd'n	Ed. Hebting.	
Florence	French, Lemon & Co., 2-4 Via Tornabuoni.	Nordlloyd, Florence.
Geneva	A. Bocquin & Co., 22 Rue Montblanc.	Nordlloyd, Geneva.
GENOA	LEUPOLD BROS., 10 Plaza, San Sire	Nordlloyd, Genoa.
Gera (Reuss)	Bauer & Anders, Sorge, 14.	
GIBRALTAR	JOHN ONETTI & SONS.	Nordlloyd, Gibraltar.
Gotha	Hermann Lohberger, 31 Schwabhauserstrasse.	Creditreform, Gotha.
Gothenburg	Flach & Wimnell, Södra Hamngatan 51	Nordlloyd, Gothenburg.
Hamburg	Wilhelm Lazarus, 4 Rolandsbrücke.	Nordlloyd, Hamburg.
Hannover	Wilhelm Berkhan, Georgstrasse, 39.	Nordlloyd, Hannover.
Havana(Cuba)	Schwab & Tilman.	
Havre	Michell & Kimball, 26 Rue des Viviers.	Nordlloyd, Havre.
Homburg H'e.	Wilh. Nagel, Jr.	Reisebureau, Homburghoeh
Innsbruck	Landesverbandes für Fremdenverkehr in Tirol.	Landesverband, Innsbruck.
Interlaken	Volksbank.	

Place:	Name and letter address:	Telegraphic address:
Jena	Wilh. Sieber, Neugasse 26.	
Karlsruhe B'n	Fr. Kern, Erbprinzenstrasse 6.	Nordlloyd, Karlsruhebaden.
Kiel	John Spiering.	Nordlloyd, Kiel.
Kreuznach	C. F. Eccardt, Kloster-Kellerei.	Eccardt, Kreuznach.
Lausanne	Dubois Frères. [Platz.	Dubois mou, Lausanne.
Leipsic	E. Wellbrock, Georgiring 1, Augustus-	Nordlloyd, Leipzig.
Lucerne	Frey & Suchsl and, Hotel Schweizerhof.	Nordlloyd, Lucerne.
Ludwigshafen a. Rhein	Peter Rixius.	Peter Rixius, Ludwigshafenrhein.
Ludwigshafen a. Rhein	Wilh. Johann.	Johann, Ludwigshafenrhein.
Lugano	Banque de la Suisse Italienne.	
Mainz	L. Lyssenhop & Co., Kaiserstrasse 38.	Nordlloyd, Mainz.
Malta	A. Duncan & Co.	Duncan, Malta.
Mannheim	Ph. Jac. Eglinger, O 7, No. 22.	Eglinger sen., Mannheim.
Magdeburg	W. Vockeroh, 9 Wilhelmstr.	Vockeroh, Wilhelmstr.
Marburg a.L'n	Carl Schneider, Bahnhofstr. 10.	Lloyd, Marburg, Bez. Casse.
Marseilles	William Carr, 4 Rue Beauvau.	Nordlloyd—or Carr.
Meran, Tyrol	S. Pötzelberger, Pfarrplatz.	Pötzelberger, Meran.
Messina	Pierce Brothers.	Becker, Messina.
Milan	Gio-Corr. Meiss.	Nordlloyd, Milan.
Monte Carlo	Smith's Bank.	Smank, Montecarlo.
Montreux	F. Rolli.	
Munich	H. G. Köhler, Promenadenplatz 19, Hotel Bayerischer Hof.	Nordlloyd, München.
Munich	Danler & Co., Bayerstr. 27.	Danler, München.
Muenster, I.W	H. Coenen, Königstrasse 8.	Coenen, Münster.
NAPLES	ASELMEYER & CO.	Nordlloyd, Naples.
Nice	Norddeutscher Lloyd, 14 Avenue Félix Faure.	Nordlloyd, Nice.
Nordhausen	Carl Eine, Jr.	Eine, Jr., Nordhausen.
Nurnberg	Albert Bernhold.	Albert Bernhold, Nürnberg.
Offenburg Bad	August Hund.	A. Hund, Offenburg (Baden.)
Oldenb'g i. Gr.	Edw. Meiners.	
Osnabruck	Wm. Nordhaus, 3 Bocksmurck.	
Ostend	E. Minne & Co.	Nordlloyd, Ostend.
Palermo	Angelo Tagliavia & Co.	Angelo, Palermo.
Piraeus	Roth & Co.	Roth, Piraeus.
Plymouth	Keller, Wallis & Co.	Keller, Plymouth.
Plymouth	Orlando Davis & Co., 53 Southside S.	Orlando, Plymouth.
Port Said	H. Bronn.	Nordlloyd Portsaid. —Nordlloyd, Rome
Prag	Norddeutscher 395 Corso Umberto I	Nordlloyd, Prag.
Rome	North German Lloyd Passenger Bureau	J. E. Anniser, 395-396 Corso
Rome	French, Lemon & Co., 40 Piazza di	Nordlloyd, Rome. [Umbert-I
Rotterdam	W. H. Müller & Co. [Spagna.	
Southampton	Keller, Wallis & Co., Canute Road.	Keller, Southampton.
St. Gall	Alfred Gähwiller, 30 Vadianstr	
St. Moritz	G. E. Rocco.	
Stavanger	Fred. Wattne.	
Stockholm	Stockholms Reisebureau.	
Strassburg(Els)	Ch. Staehling, L. Valentin & Co.	Staehling Valentin Strass-
Strassburg(Els)	Eugen König, Verkehrs Bureau, 13 Küssstrasse.	[burgeis. Verkehrsbureau Strassburgeis.
Stuttgart	Passage Bureau Rominger, 35 Königstr.	Nordlloyd, Stuttgart.
Suez	Th. Meyer.	Nordlloyd, Suez.
Thun	H. Lanz, Banhof.	Lanz, Thun.
Trieste	Kuchler & Co., Via Galileo.	Kuchler, Trieste.
Venice	Fischer & Rechsteiner, Nach.	Fischer, Rechsteiner, Venice.
Vevey	Edmond de la Harpe.	Nordlloyd, Vevey.
Weimar	A. Saal. (C. G. Kastner's Nachf.)	Saal, Bankgeschäft, Weimar.
Wiesbaden	J. Chr. Glücklich, Wilhelmstrasse 50.	Glucklich, Wiesbaden.
Winterthur	Otto Muggli.	
Worms	Christ. Berg.	Christ. Berg. Worms.
Wurzburg	V. A. Fischer, Domstrasse 60.	Hoflieferant, Fischer Wurzburg
Zermatt(Switz)	J. MARTI. Corso Re Umberto (Rettifilo) No. 6	
Zurich	H. Meiss, 40 Bahnhofstr.	Nordlloyd, Zurich.
NEW YORK	OELRICHS & CO., 5 Broadway.	Nordlloyd, New York.
CHICAGO	H. CLAUSSENIUS & CO., 95 Dearborn Street	Clausenius, Chicago.
San Francisco	ROBERT CAPELLE, 140 Montgomery St.	Capelle, San Francisco.

Passengers can also be booked through the various agencies of Messrs. Thos. Cook & Son, London; Messrs. Schenker & Co. (Reisebureau), Vienna and their various branches.

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NORTH GERMAN LLOYD S. S. CO.

INFORMATION FOR PASSENGERS

STATEROOMS

It is always advisable to apply early for accommodations, especially during the traveling season.

It is customary to pay a deposit of 25 per cent. of the passage money. This payment secures the berth up to three weeks prior to the sailing, at which time the full amount of passage must be paid.

The staterooms for the first-cabin passengers are spacious, airy and comfortable, painted in white enamel, with fittings in walnut. The lower berths in the majority of the outside staterooms are so arranged that they can be extended to form a double berth and accommodate two persons. The upper berth can be pushed back out of the way similar to an upper berth in a Pullman car. The sofas are wide, and large enough to be used as beds, if required; a whole family frequently find one of these rooms ample for their needs, but, to specially provide for large families or parties, a number of staterooms are arranged *en suite*.

All staterooms are furnished with toilet conveniences, and electric bells are in communication with the steward's department, thus insuring prompt service.

Plans and diagrams, showing the interior arrangements of the various steamers are constantly kept on hand, and will be sent on application.

Rooms are not sold for less than two fares.

Children under 10 years of age are taken for half rate. One person desiring a room for exclusive use will be charged two fares. Infants under one year are free. Servants are berthed in special rooms (servants' quarters) and pay servants' rates Servants booked in second cabin, at second cabin rates, *are not allowed* access to first cabin.

RETURN ACCOMMODATION

from Southampton, London, Cherbourg, Paris, Bremen, Genoa, Naples, or Gibraltar can be engaged through Oelrichs & Co., New York, either by letter or cable, the latter at passenger's expense. An allotment of rooms on steamers during the autumn return sailings, is held at the New York office.

When return accommodations are engaged in New York for passengers from the other side, the total amount of passage money must be paid before the passenger's departure from New York.

If a passenger is prevented from using the steamer engaged for, a suitable transfer can be arranged with the North German Lloyd, Bremen, on several weeks' notice.

Important Information for Passengers Relating to Baggage Abroad

The Customs Examination of all baggage belonging to passengers for **Bremen** usually takes place in the passengers' Waiting Hall of the North German Lloyd at Bremerhaven, directly after disembarking.

After the Customs examination, passengers are conveyed by special train to Bremen, where their baggage is delivered to them about one hour afterward, in the North German Lloyd's Baggage Hall (situated directly in the vicinity of the Central Railway Station), on presentation of baggage checks received at New York or on board.

If, however, the steamer should enter the Weser River in the evening, so that the Customs examination of the whole of the baggage in Bremerhaven and the forwarding of the passengers and their baggage cannot be effected with certainty on the same day, then the passengers and their **Hand**-*baggage will be at once landed at Bremerhaven and after the latter has been examined, conveyed to Bremen.*

After departure from Southampton or Plymouth passengers will be informed where the Customs examination will be held, and should the latter take place in Bremen, will be requested to take with them only **the most necessary articles** *for the night's stay, to expedite their despatch from Bremerhaven to Bremen.*

The remaining baggage will follow to Bremen during the night, where the Customs examination will take place on the following day in Shed No. 8 at the Station near the Breitenweg and near the Central Station and the principal Hotels.

The Customs Office is open from April 1st to September 30th from 7 A. M. to noon; from 2 P. M. to 7 P. M.; from October 1st to March 31st, from 8 A. M. to noon; from 2 P. M. to 7 P. M.

This arrangement affords passengers the advantage of being able to leave the steamer under any circumstances as soon as the voyage is at an end, and to catch the most convenient trains, which leave Bremen on the following morning at about ten o'clock for any destination.

A reliable Express Company (*Kamena & Co.'s Baggage Express*) undertakes the despatch of baggage in Bremen from the Lloyd Baggage Hall or Customs examination depot, near the Breitenweg, to the Central Railway Station, or to hotels and private dwellings in the town, at a charge of M.0.50 for each piece of baggage.

Passengers desirous of continuing their journey from Bremen as speedily as possible can catch the night trains from Bremen. In this case they must hand over their non-examined baggage to the Baggage officer on board or to our Baggage officer in Bremerhaven or Bremen, to be sent on afterward in bond (see Transfer of Baggage).

On landing at **Cherbourg** passengers' **hand** baggage is at once examined by the Customs officials on the landing stage. The Customs examination of the rest of the baggage of those passengers traveling to Paris takes place on arrival of the "Lloyd Express" at the St. Lazare Station in Paris.

The Customs examination of all passengers' baggage landed at **Plymouth** takes place directly after disembarkment.

TRANSFER AND STORAGE OF BAGGAGE

1. Baggage can be sent in bond to any place in the interior having a custom-house. Passengers desiring to have their baggage forwarded in bond to its destination must apply to the Baggage officer on board or to our Baggage offices in Bremerhaven or Bremen.

2. Passengers wanting to have their baggage forwarded by freight to the interior after Customs examination in Bremerhaven or Bremen has taken place, are also advised to apply to the Baggage officer on board or to our Baggage offices in Bremerhaven or Bremen.

3. Baggage, steamer chairs, etc., can be delivered for *Storage* to the Baggage officer on board or to our Baggage offices in Bremerhaven or Bremen against their receipt.

The following charges will be made: 1. For *Transfer*, 25 cts. (M.1.) for each piece of baggage, but not more than $1.50 (6 M.) for baggage on one receipt. Railway freight, Customs fees, cartage, etc., will be charged in addition. 2. For *Storage* (including fire insurance), 25 cts. (M. 1.) for each piece of baggage for six months.

On the railways in Northern Germany only an allowance of 25 kgm. (50 lbs.) for one adult is made, while there is no allowance of free baggage on the lines in Southern Germany, Switzerland and Austria.

Very high rates are charged for excess baggage. It amounts, on an average, to double or treble that charged for Express (Eilgut) and four to six fold that of slow freight.

Baggage sent as Express (Eilgut) within Germany should reach its destination from Bremen in one or two days, according to the distance; baggage sent to Austria and Switzerland usually takes about two to four days from Bremen (inclusive of delay owing to Customs examination).

For all further information apply to the Baggage officer on board or to the Baggage office in Bremen.

Any inquiries or directions for the delivery or despatching of stored articles must be accompanied by the baggage receipt and addressed to the **North German Lloyd Baggage Department, Bremen.**

BAGGAGE ABOARD SHIP

Steamer trunks should be about 12 inches deep, and of the usual width and length, to enable them to go under the sofas in the staterooms. All baggage must be marked with name of passenger and steamer. Baggage required during the voyage should be marked "Wanted" and baggage that is not required should be labelled "Not wanted." Baggage tags and labels, printed for the purpose, will be supplied upon request at the various agencies of the company or at the Docks. Cabin passengers are allowed twenty cubic feet of baggage free of charge. Bicycles must be crated and will be carried for $2 50 each. Baggage may be sent to the North German Lloyd Piers, two days before sailing. It will be kept in the company's baggage room until the passenger's arrival. Before boarding the steamer a check for each piece of baggage should be claimed from the baggage master on the pier.

Sea trunks can be stored at the port of debarkation, but the names should be *plainly marked*. Trunks so stored are at the risk of the owner; the North German Lloyd Steamship Company assumes no responsibility for them.

NO OVERCROWDING

The number of passengers on these steamers is limited to the seating capacity of the saloon. All passengers are served at one sitting.

TOURISTS TO SWITZERLAND

The North German Lloyd S. S. Co. maintains its own *General Agency* for Switzerland, *in Zurich*, 40 Bahnhofstrasse (H. Meiss, General Agent). In connection with this office sub-agencies have been opened in the principal places of Switzerland.

Intending passengers addressing inquiries or orders to Mr. H. Meiss, or to the sub-agencies, will receive immediate attention by letter or telegraph. Berths and cabins offered and reserved by telegraph without extra charge. Baggage sent on board direct without examination at the frontier.

At these offices passengers intending to obtain accommodations on steamers of the North German Lloyd Steamship Company can engage their passage and can be furnished with all the information that they desire. The above agents are at the same time forwarding agents, and will despatch passengers' baggage direct to the port of embarkation at passengers' risk.

EGYPT AND THE ORIENT

Connections can be made at Genoa and Naples with the North German Lloyd Imperial Mail Steamers that call at these ports on their way to Egypt, India, China, Japan and Australia. The ships in this service are magnificent types of the most modern construction. The chief characteristic, after their size and solidity, is their great comfort, which pervades all their interior arrangements and furnishing. The staterooms, dining saloons, and drawing and smoking rooms are usually large and complete.

The Eastern service can be particularly recommended to tourists who desire to spend the winter months in Egypt. The steamers of this Eastern service are specially constructed for the tropics and provided with all the comforts and luxuries of the Transatlantic Express steamers.

They leave Genoa three times a month and make the run to Port Said in about four days and a half. From Port Said, Ismailia can be reached by mail in two hours, and from Ismailia the railroad conveys the traveler to Cairo comfortably and quickly.

NAPLES—SORRENTO—CAPRI—SORRENTO—NAPLES

The Societa Napoletana maintain a daily service in connection with the North German Lloyd Line at Naples to Sorrento, Capri, The Blue Grotto, Capri, Sorrentro and return to Naples. The steamers of the Societa Napoletana leave Naples at 9 A. M., arriving at Sorrento at 10.20 A. M., arriving at Capri at 11.10 A. M., arriving at the Blue Grotto at 11.20 A. M., leaving the Blue Grotto at 12 M., arriving at Capri at 12.10 P. M. These steamers return from Capri for Naples at 4 P. M., arriving at Sorrento at 4.55 P. M., and arriving at Naples (Santa Lucia), at 6 P. M.

The steamers of this company are fitted with every convenience for Cabin Passengers and are provided with an excellent dining service, ladies' saloon and a smoking room.

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NORTH GERMAN LLOYD S. S. CO.

was founded in the year of 1857, and has carried since that time more than

THREE MILLION PASSENGERS.

The lines operated by the company are

BREMEN, SOUTHAMPTON, CHERBOURG, NEW YORK
NEW YORK, PLYMOUTH, CHERBOURG, BREMEN

From BREMEN,
Express Steamer leaves on Tuesday.
Twin-Screw Passenger Steamer every Saturday.

From SOUTHAMPTON,
Express Steamer leaves on Wednesday.
Twin-Screw Passenger Steamer, fortnightly, Sundays.

From CHERBOURG,
Express Steamer leaves on Wednesday.
Twin-Screw Passenger Steamer, fortnightly, Sundays.

From NEW YORK,
Express Steamer leaves on Tuesday.
Twin-Screw Passenger Steamer every Thursday.

NEW YORK, GIBRALTAR, NAPLES, GENOA (Express Service), Saturday.

BREMEN AND BALTIMORE DIRECT, Every Thursday.

BREMEN, CUBA, HAVANA, CIENFUEGOS, MANZANILLO AND SANTIAGO DE CUBA, Every fortnight.

BREMEN, GALVESTON, DIRECT, Monthly.

BREMEN, ANTWERP, LISBON, BAHIA, RIO DE JANEIRO, SANTOS, Monthly.

BREMEN, CORUNNA, VIGO, MONTEVIDEO, BUENOS AYRES, Every ten days.

BREMEN, ANTWERP, SOUTHAMPTON, GENOA, NAPLES PORT SAID, SUEZ, ADEN, COLOMBO, SINGAPORE, HONG KONG, SHANGHAI. Every fortnight.

Branch Lines—SINGAPORE, BATAVIA, SOERABAYA, NEW GUINEA, HONG KONG, YOKOHAMA, HIOGO AND NAGASAKI, In connection with China line.

BREMEN, ANTWERP, SOUTHAMPTON, GENOA, NAPLES, PORT SAID, SUEZ ADEN, COLOMBO, ADELAIDE, MELBOURNE, SYDNEY, Monthly.

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The Oldest Accident Company in America.
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SPECIAL ANNOUNCEMENT

An invitation is extended to any white merchant outside of New York City whose name appears in Bradstreet's or Dun's Commercial Agency books to accept the hospitality of our hotel for three days without charge.

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Apartment with private bath, $3.00 per day up, without meals.
Parlor, bedroom and private bath, $35.00 per week and up, with meals for two.

J. C. LAWRENCE, Proprietor.

VAN RENSSELAER HOTEL, 17 East 11th St., New York City.

"Now, see here," said the promoter, "you say this company's business is valued at $50,000. Suppose we reorganize it, issue stock for $100,000, and then sell bonds to the value of $50,000. What would the promoter get?"

"I don't know," replied the cautious banker, "but he ought to get arrested." —Cleveland Leader.



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NORTH GERMAN LLOYD BULLETIN

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HOW MUCH DOES IT COST TO LIVE ABROAD.

Really Economical for One who has a Small but Assured Income and Modest Tastes.

The modern proverb hath it, "When the good American dies, he goes to Paris," which means that Paris, or the other brilliant capitals of Europe, are of irresistible fascination to the American, when he has grown weary of work and longs for rest. And there comes a time to many men and women when—the former, after long years of business life, and the latter finding herself unutterably weary of housekeeping responsibilities—they ask themselves, "Can we not break away from this routine for a year or two and take the children and go abroad?"

These are difficult questions to answer, but a safe generalization is that one may live in a similar style to that in which he is living here, at twenty-five, thirty or even forty per cent. less, on the Continent. Also one need not "keep up the same style" as at home, but live far more simply without people thinking he has been reduced in cirmustances. If one should suddenly give up, let us say, a pretty suburban house which he rents for $1.500 a year, in which he has three servants, and should take a small one on an inferior street for $500, and have one "general housework" servant, the inference is obvious. But he may give up his house, store his furniture and live in a German pension at an absurdly small cost, and his friends will think "how fortunate he is!" The life is so different abroad, comparisons are not easily made.



Along the Lake Shore at Luzerne, Switzerland.

If the man of moderate means—say, with an income of from twenty-five hundred to five thousand dollars a year—can arrange his affairs to leave them for a year or two, he can assuredly live abroad and actually save money. Here are a few definite suggestions:

A young artist friend of mine recently had a commission to illustrate one or two books on Italian subjects. He and his wife went to Sorrento, that beautiful town on the cliffs, across the bay from Naples, rented three or four rooms in a comfortable house, hired a woman servant at a dollar a week, who cooked and took care of the rooms for them, and actually lived on twelve dollars a week. This paid for their rooms, food and servant; twelve dollars a week for the two of them! This shows, however, what may be done in the way of economy, combined with comfort. There is an excellent hotel in Sorrento where one may live for one dollar and a half to two dollars a day, and an American artist has a large and comfortable suite of rooms on the Island of Capri, near by, for which he pays seventy-five dollars a year! There are few temptations to the spending of money—except for curios. In Capri, Mr. Elihu Vedder has a villa; in Sorrento, Mr. Marion Crawford lives, in a beautiful home, overlooking the bay, Pompeii and Naples.

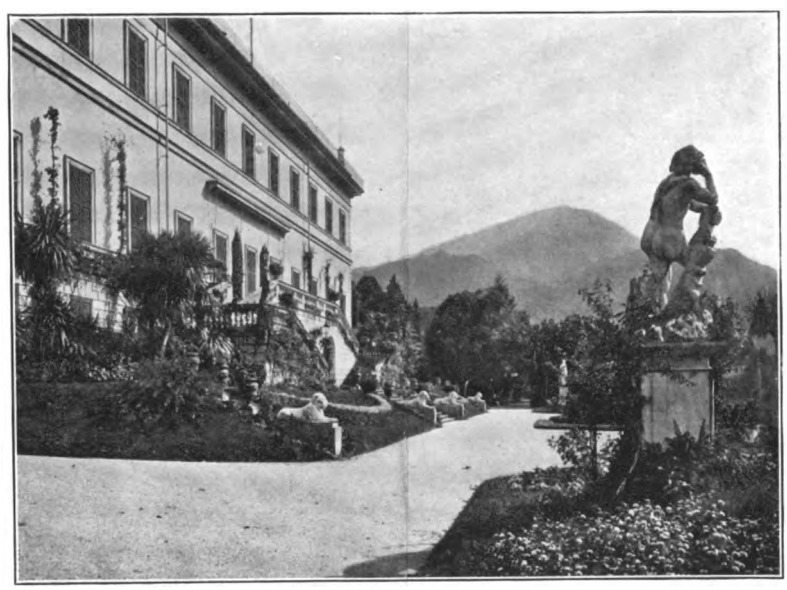
Rome and Florence have larger colonies of Americans, and one may live there most comfortably, *en pension,* for one dollar and a half to two dollars apiece. Many American families rent suites of rooms for exceedingly moderate prices and do their own housekeeping.

I know of another instance of inexpensive light housekeep-

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ing abroad, where a congenial party of six Americans clubbed together and took a floor in a fine old palace on the Grand Canal in Venice, where they spent five months. The rooms were completely furnished and there were thirty-nine pieces of ancestral plate in their table service. A woman servant prepared their *petit dejeuner* and cared for their rooms, and a neighboring restauranteur sent in a five-course luncheon and an eight-course dinner, served hot, each course in a separate layer in a curious metal case with alcohol lamp underneath. They had their own gondola and gondolier and their entire housekeeping expenses amounted to one dollar and thirty-five cents per day apiece.

One may live in some quiet pension in Mentone, Beaulieu or San Remo for two dollars or two dollars and a half a day, but there are innumerable temptations on all sides to spend money. If one has it to spend, however, he will find no more fascinating place to spend it in than along this picturesque edge of the Mediterranean.



Villa Melzi, at Bellagio, Lake Como, Italy.

Although Switzerland is regarded as essentially a summer holiday playground, there are a number of spots where Americans love to live the year around. In Geneva there is a large American colony living in its excellent hotels, pensions, or in villas or apartments, at surprisingly small cost. There are thoroughly comfortable pensions, for instance, along the Quai des Eaux Vives, which charge but one dollar and twenty-five cents or one dollar and a half a day for room and board, and a family, say, of parents and two children, having three or four rooms, may live most cosily for from forty to fifty dollars a week. They would have their own sitting-room, excellent meals in the public dining-room, be beautifully situated in the best part of town, overlooking the lake, and have the treasures and charms of Geneva, with its good schools for English-speaking pupils, its music, its theatres, all very moderate in cost, and its endless number of excursions down the lake or into the surrounding country.

The other end of the lake also offers many delights to the American settler. Vevey, Montreux, Territet and Veytaux form a fascinating chain of lakeside towns filled with tourists and visitors all the year through. Here are large and beautiful hotels, as well as modest ones, where one may live for one dollar and a half to two dollars a day. A large kursaal with orchestra, reading and dance-rooms, and villas and châlets innumerable are for rent at moderate prices. Halfway between Montreux and Vevey, and about two miles from each, is a little park on the lake shore, with thirty or more villas in each, each with its own garden. These are furnished in every detail, even to napery, bed clothes, silver, clocks and so on, so that one has but to move in with his trunks and servants and be at home at once. These rent for from $800 to about $1,200 a year, and can be had for as short a time as two or three months.

Six miles from the end of the lake, beautifully situated in the Rhone Valley, is a fine old château which I used to pass often when I was living in Montreux. This was at the time, and probably now is, also for rent, fully furnished, for three hundred dollars a year; There were large salons downstairs and twenty bedrooms above, stables and a little private park in front. What a place for several congenial families to club together and take for a season, hiring the present caretakers to manage the place! I remember, also, two cultured Boston ladies and the daughter of one of them, who was in one of Montreaux' excellent schools, living in cosy apartments in an old, towered castle on the hill, at a ridiculously small rent and being so enchanted by the life there and how much a very modest income would give them, that they remained for years.

Even in such fashionable Swiss resorts as Lucerne and Interlaken one may live economically by taking a suite of rooms for a long stay at one of the smaller but cosy hotels, or a floor in some village châlet and setting up light housekeeping, and as all tourists to the Continent are sure to pass through these places, one meets almost more friends than if he stays at home, and after summer has passed one could go south to Italy almost without change of cars.

Artists and music-lovers are often drawn to Germany, and in winter such cities as Berlin and Munich have many Americans living there. In Berlin there is one of the largest American colonies in Europe, where families of means lease large homes for a term of years, where a host of young men and women are studying, and where the social life opened up to our compatriots is quite cosmopolitan and most interesting.

Paris, too, though with usually a raw and penetrating winter climate, numbers its Americans almost by the thousand, and there are many families which have lived there a

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dozen years, having far more than they can get at home at much less cost.

There are many men who cannot leave their business for more than a few weeks, yet who realize the great benefit to their families of a life abroad for awhile, and there are many households of a mother and two or three children, living in some cosy pension in Germany or villa in Italy, while the husband and father who has taken them over and established them is back home at work, looking forward to the time when he will run across and bring them home again. Living abroad, then, is not the exclusive privilege of the rich, but a delightful and practical expedient for the many of modest incomes.—W. F. Dix in Town and Country.

DAYS IN UNEXPLORED ANGOLA.

Captain A. Boyd Cunninghame has recently returned from a journey through unexplored regions of Angola, in Portuguese Africa. He got into dangerous quarters in his visit to Gingulla, the "chief-kraal" of King Hangara, a dusky potentate of ominous reputation, who had robbed and mysteriously disposed of several too-trusting parties of explorers. Captain Cunninghame was his first English visitor, and bore himself with such dignity and demanded such respect from his host that Hangara was lost in admiration of his stately guest, saying that he must be "as great a man as himself." They parted good frineds, exchanging presents, Hangara receiving a bottle of whiskey and a matchbox in exchange for a nice cow and a calf.



The Burgring, Vienna.

In another section of this country the traveler found himself in a region of blacksmiths, who were diligently working the abundant ironstone. They even took apprentices in this art, sent to them often from great distances. In the smith kraal the huts were of the exact shape of a megaphone. As the travelers advanced, a hundred dancing and singing natives accompanied and preceded them, commanding presents from the villagers quite embarrassing with their kindness and curiosity. Their every movement was watched with wondering eyes. "On one occasion," says the Captain, "quite 500 natives sat round our breakfast table. We lived, at this time, literally "in the public eye.'"—*The Search-Light.*

THE LATTER OF COURSE.—Guzzler—"Waiter, bring me a demi."

Waiter—"Yes, sir. Tasse or john?"—*Philadelphia Record.*

THE NORTH GERMAN LLOYD SCHOOLSHIP "HERZOGIN CECILIE" IN ANTWERP.

The North German Lloyd schoolship "Herzogin Cecilie," when discharging her cargo in Antwerp, attracted a great deal of attention owing to her splendid record. She made the trip from Antwerp to Iquique via Taltal in but 78 days, while her return voyage occupied 79 days, the vessel averaging 14 knots an hour at times on both voyages. Especially the Belgian press is much interested in this fleet sailing vessel upon which the future officers of the steamships of the North German Lloyd receive their practical and theoretical schooling, and the excellent results obtained on board this schoolship through the practical training combined with theoretical instruction of the cadets is highly praised by the Belgian newspapers. They all call attenton to the fact that the schooling given to the cadets on this schoolship, combining theory and practice in a carefully graded course, is bound to bring out officers possessing qualities that they cannot acquire on the ordinary sailing vessel.

As Belgium is at the present moment also planning the building of a sailing vessel to be used as a schoolship for boys, the "Herzogin Cecilie" naturally is of special interest to the Belgian authorities. The representatives of the North German Lloyd in Antwerp, Mr. von Bary, had invited the committee that has in charge the building of the Belgian schoolship to inspect the "Herzogin Ceceilie," and the committee were delighted with the practical arrangement of the vessel, and highly commended the perfect order and cleanliness on board. The cadets executed the various manoeuvres, such as making and furling sails, launching the life boats, etc., with neatness and despatch, and at the close of the inspection the chairman of the committee, Mr. Cogels, Governor of the Province of Antwerp, thanked Mr. von Barry, on behalf of his committee, for the opportunity that had been given them to inspect this, in their opinion, perfect schoolship, the entire arrangement of which had given them much profit and pleasure.

UNAPPEASED.

Guide—They say that one room in the castle is haunted. The fourth earl died there.

Tourist—Yes? Is it haunted by the ghosts of his creditors?—*Brooklyn Life.*

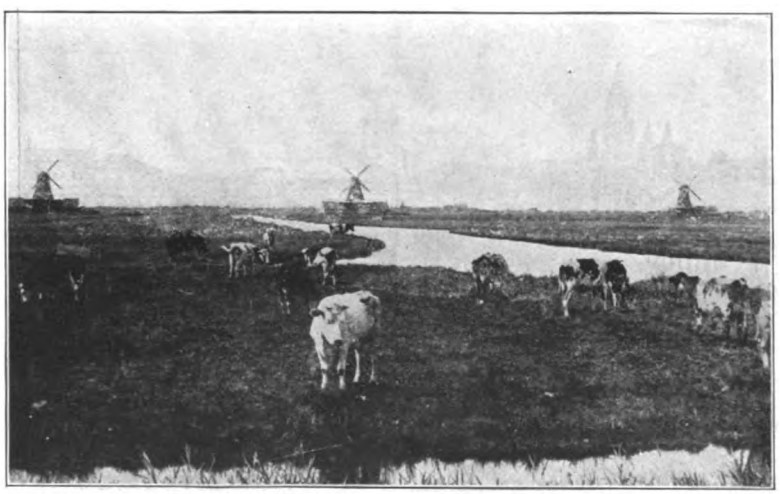
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PRACTICING MEDICINE ON BOARD SHIP.

The Busy Life of the Surgeon on a Transatlantic Liner.

At 9 o'clock the round of visits commenced. In the forward port hospital a steerage passenger was found to be ill with pneumonia, showing a temperature of 104 degrees; a steward had acute nephritis; a fireman tonsilitis, and a boy a septic hand which he had brought aboard. In the after hospitals, devoted to women, there were also various cases. A young woman with pleurisy, an old lady with facial neuralgia, a child with laryngitis, and another with a bronchial cold each took up a portion of the surgeon's time.

At 10:30 o'clock came inspection. For an hour the captain, purser, surgeon and chief steward thoroughly inspected the ship from stern to stem. Every part of the vessel, from the first cabin to the third class, and from the saloon to the firemen's forecastle, was gone over; matters of ventilation, cleanliness, and order were considered and nothing, which did not meet the approbation of the officers escaped detection. The thoroughness exercised in this inspection is such that the stewards show the greatest vigilance. Neatness, order and cleanliness have to be enforced on shipboard.



Among the Herds of Holland.

After inspection the surgeon made his cabin calls. Fortunately mal de mer and minor ailments were all that claimed his time. Then followed the surgery hour, at which twenty-two of the third cabin passengers and members of the crew asked for medical advice. The cases were nearly all of a minor nature—coughs, colds, sprains, cuts and the like.

During the afternoon the surgeon had an opportunity to get a two-hour nap. Then came the evening hospital calls, and at 8:30 o'clock the evening surgery hour.

Such was a sample day's routine. Happy was the medical man when, on reaching port after a busy week, he was able to land every person on the ship. Two went to the hospital, but both were "out of the woods" before the vessel again turned her prow homeward.

A very general misconception seems to exist among the medical profession, and indeed among many of the laity also, as regards the professional attainments of surgeons on the transatlantic steamships. There is a widespread notion that to be a ship's doctor one need only have a smattering of medicine, together with the vaguest ideas of surgery, and that, possessing these, a man is amply qualified to watch over the health of several hundred people among the passengers and crew of his vessel.

In point of fact, the average steamship surgeon is as fully qualified as the average physician on shore. Many of them, indeed, are men of the highest scientific attainments. The number of men who would like to go to sea as surgeons is so great that steamship companies may pick and choose among the ablest of the younger men. It is extremely difficult nowadays for any but an exceptional physician to obtain a regular berth aboard a transatlantic liner.

It has been my pleasure during the past few years to become acquainted with many of the medical men in the American-European service, and I cannot speak too highly of their attainments.

The ship surgeon, however he may devote some of his time to the amenities of civilized life, cannot be the social butterfly he is sometimes represented as being. Indeed, most surgeons see the passengers only at the table over which they preside, and occasionally on the promenade deck. The ship surgeon leads, in fact, practically the same kind of life as his confrère ashore. He is a busy man. The larger vessels seldom carry fewer than 500 people on each trip, and in the summer months 1,500 would be nearer an average number.

Each one of these persons, in whatever class, is privileged to call on the surgeon at any time, day or night. And the average passenger feels free to exercise his privilege. His ailments are the same at sea as ashore, augmented by the troubles peculiar to the sea, and if anything he is more particular when on the water than when ashore. Probably the ship's doctor listens to more tales of woe in one trip than he would hear in six months ashore.

It will be seen that the surgeon of the big transatlantic liner is no drone. His working hours are long, and much of his leisure time is taken up in the study and the perusal of the medical literature, of which he usually has a generous supply. The surgeon's library is ample and up-to-date, and his medical and surgical equipment of the best.

He, therefore, who supposes that the doctor at sea is not the peer of the doctor ashore should at once disabuse his mind of that impression. The medical profession has no more high-minded, earnest, and hard-working representatives than the ones who go down to the sea in ships.—*H. Sheridan Baketel, M. D., in New York Times.*

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THE OCEAN YACHT RACE.

With the arrival of the bark-rigged yacht Apache off the Lizard on June 5, the eleventh and last of the racers which took part in the contest from Sandy Hook to England finished their long voyage. The Apache was nearly a week behind the Atlantic, the winning boat, and four days behind the Thistle, which was the tenth to cross the line.

In the performance of the various craft which comprised the fleet of contestants there were numerous surprises. The splendid work of the Atlantic, which finished first and established a new record in long-distance yacht sailing, was especially gratifying to Americans, although in a measure expected, and the Hamburg's good work, too, we were not unprepared for, but the performance of the large square-rigged Valhalla, which came in third, was one of the interesting features of the contest, and proved great ability in the racing qualities of this rare type of yacht. It was more of an echo of the past, when the famous sailing ships, the packets of old, built on clipper lines and carrying clouds of canvas, used to make the run in about the same time—fourteen days.

The date and hour of the finish of the race and of the elapsed time of the different yachts is given herewith:

Yacht.	Finish, Greenwich Time.		Elapsed Time. D. H. M.
Atlantic	May 29	9.16 P.M.	12 04 01
Hamburg	May 30	7 22 P.M.	13 02 06
Valhalla	May 31	8.08 P.M.	14 02 53
Endymion	May 31	9.34 P.M.	14 04 19
Hildegarde	May 31	10.08 P.M.	14 04 53
Sunbeam	May 31	11.40 P.M.	14 06 25
Fleur de Lys	June 1	2.48 A.M.	14 09 33
Ailsa	June 1	4 24 A.M.	14 11 10
Utowana	June 1	5.05 A.M.	14 11 51
Thistle	June 1	12.44 P.M.	14 19 29
Apache	June 5	10.20 A.M.	18 17 05

—Nautical Gazette.

THE OLDEST STATUE IN THE WORLD.

The finding of the statue of an unknown king, Daddu, or David, in the ruins of the temple of Bismya, not far from Bagdad, is described by Edgar James Banks, of the University of Chicago, in the *American Journal of Semitic Languages and Literatures* (the new form of *Hebraica*). This statue the editors of this journal announce, is probably the oldest in the world. The shoulder of the statue was first noticed about eight feet below the surface. Upon digging it out, a headless statue was found, weighing some two hundred pounds. Carefully concealing the find from the superstitious natives, Mr. Banks and his assistants washed the statue at night under cover of their tent, in camp. Soon three lines of a "beautifully distinct inscription in the most archaic characters" appeared written across the right upper arm. "There were but three short lines,—little more than three words; but later, when I was able to translate them, they told us all that we most wished to know." About three weeks later the head was found.

A workman who was employed not thirty meters from the spot where the statue was found was clearing away the dirt near a wall, when a large round piece of dirty marble rolled out. We picked it up and cleared away the dirt. Slowly the eyes, the nose, and the ears of the head of a statue appeared. I hurriedly took it to my tent and placed it upon the neck of the headless statue. It fitted; the statue was complete. From beneath the thick coating of dirt the marble face seemed to light up with a wonderful smile of gratitude, for the long sleep of thousands of years in the grave was at an end, and the long-lost head was restored; or perhaps the smile was but the reflection of our own feelings.

Reprinted by Courtesy of *Pearson's Magazine.*



The Kaiser's Ocean Cup Won by the American Schooner Atlantic.

COLOR OF AMERICANS.

Of peasant life in Russia, Jane Addams tells this story:

"I went with a friend to a peasant home to call on an old lady who was famous among her neighbors because she could read. The common belief was that she had been taught to read by Tolstoi. It seems that years before Tolstoi had given her a few lessons in reading, but she had forgotten most of the little she had learned. However, she was fond of telling her friends marvellous stories about people in other lands, of whom she said she had read in books. One of these stories was that Americans were black. So when we were presented, one of her friends asked:

"'Why, these ladies are not black, and they came from America. How is this? You told us Americans were black.'

"The old lady was disconcerted for a minute, and then explained: 'Why, there are two kinds of people in America, and I told you about only one kind. There are black people and yellow people, and these ladies are the yellow kind.'"

The use of X-rays has proved a valuable adjunct to pearl fishing on the coast of Ceylon. By this application it is possible to discriminate between valuable oysters and those containing no pearls. Oysters useless for commercial purposes are thrown back into the sea.

APPROPRIATE.—Foreigner—What is the significance of the eagle that is stamped on American money? United States Citizen—It is the emblem of its swift flight.—*Detroit Free Press.*

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WITH THE WITS.

STORIES FROM GRANT DUFF'S NEW BOOK.

With the thirteenth and the fourteenth of the series, Sir Montstuart Grant Duff, the modern Evelyn, concludes his vastly entertaining diary (E. P. Dutton and Company), which now covers half a century. As in the preceding volumes, the last are filled with stories, not all of them new, but many of them good. The following are selected at random:

Leveson-Gower told an amusing story of a little boy who was beating his sister, and on being asked why he did so replied: "We have been playing Adam and Eve, and she won't tempt me, but insists on eating the apple herself."

A new Disraeli story. Some one urged his claims to a title in a very unblushing way; Disraeli replied that it was true that the crown was the "fountain of honor," but it was equally true that it was not its pump.

Sir John Ardagh told us to-day at breakfast that he found himself at an hotel in Naples sitting next an American, who informed him that he came from Galveston, in Texas. "Is there good shooting there?" asked Ardagh. "Good shooting!" was the answer, "you bet! I've seen six men shot in the saloon in one afternoon!"

Pember told me at the Athenæum a delightful translation of "The Eastern Hemisphere"—"Le Demi-Monde Oriental."

Carlyle died in 1881. When the news came to ———, then conducting the greatest newspaper in the world, he exclaimed: "Thank God, he has died in time for the outer sheet!"

Norton recalled some prehistoric debate about the Jews, when an orator rather bored the House by enumerating many of the things which we owed to their initiative. Lord Palmerston, in reply, gave a livelier turn to the discussion by remarking: "I quite agree with the honorable gentleman. Many of us owe a great deal to the Jews."

We spoke of Cobden. After his great exertions in and previous to 1846, his doctor ordered him to go abroad for a change, and he said to Lord Norton, "I have done with corn, and am going to grass."

What is the greatest of all conundrums? "Life, for we must all of us give it up."

Lord Kimberley repeated an excellent French blunder: "Je vous assure," said some one, "il est un grand ecrivain et elle est aussi une grande ecrivisse."

Sir George Bowen mentions in a letter just received that he once remarked to Dr. Sanford, the bishop of Gibraltar, that Monte Carlo was the prettiest place on the Riviera. "Yes," was the reply, "Monte Carlo does the devil a great deal of credit."

A gentleman who rather overvalued himself, looking at a case of birds, said to an ornithologist: "What is that bird?" "That," said the other, "is a magpie." "It's not my idea of a magpie," was the rejoinder. "Perhaps not," replied the friend, "but it's God's idea of a magpie."

Mr. Murray mentioned that just before the Review of Reviews appeared, its printer was explaining its plan to his father. "But what is to be its title?" said the wise old publisher. He was told that it was to be called the Review of Reviews. "Ah!" he remarked, "I think I can give you a better name than that—The Magazine Rifle."

It was in Jowett's last illness that he beckoned to a relative who was near him and said: "You had better all go. I do not think I shall do anything definite to-night."

Lord Salisbury remarked in regard to the musician Offenbach: "The eastern question often makes me regret the death of Offenbach. It would have afforded him so much material."

Miss Sorabji sent me an amusing story from India. Over a baker's shop in Poona she saw an inscription: "Best English Loafer to His Excellency."

AT THE CAPTAIN'S TABLE.

As the liner cleared the heads, and the heavy swell of the open Atlantic became noticeable, dinner was served. The twenty-six places at the Captain's table were filled; and as the soup appeared, the Captain addressed his table companions:

"I trust that all twenty-five of you will have a pleasant trip," he said, "and that this little assemblage of twenty-four will reach port much benefited by the voyage. I look upon the twenty-two smiling faces as a father upon his family, for I am responsible for the lives of this group of nineteen. I hope all fourteen of you will join me later in drinking to a merry trip. I believe we seven fellow-passengers are admirably suited to each other, and I applaud the judgment which chose from the passenger-list these three persons for my table. You and I, my dear sir, are—"

The Captain chuckled. "Here steward, bring on my fish, and clear away these dishes."—*Puck.*

ELABORATE PREVARICATION.

This is how the editor of a paper in Peking, China, declines a manuscript: "Illustrious brother of the sun and moon! Look upon the slave who rolls at thy feet, who kisses the earth before thee and demands of thy charity permission to speak and live. We have read the manuscripts with delight. By the bones of our ancestors we swear that never before have we encountered such a masterpiece. Should we print it, his Majesty the Emperor would order us to take it as a criterion and never again print anything which was not equal to it. As that would not be possible before 10,000 years, all tremblingly we return thy manuscript and beg thee 10,000 pardons. See—my head is at thy feet and I am the slave of thy servant." The "art of lying" is not forgotten in the East.—Madame.

Mr. Kor-Ko-Ya, a Greenlander, who has monopolized the commerce of East Baffinsland, is a miniature Pierpont Morgan. He has a fleet of fourteen vessels and is worth $12,000, which is equal to a million in a less simple community. He recently celebrated the fortieth anniversary of the foundation of his business, his employees drinking his health in cod-liver oil.

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FOREIGN NOTES OF INTEREST.

Iceland, cut off from the rest of the world save for slow mails, is to be linked to other countries by means of wireless telegraphic connection with the Shetland Islands. This is to follow the action of the Icelandic Parliament, at its last session, in voting a yearly subsidy of $9,380 for twenty years for the purpose.

In Wales there are about 508,000 people who cannot speak English, Welsh being their only language; in Scotland there are 43,000 persons who can speak nothing but Gaelic, and in Ireland there are 32,000 who can express themselves only in the Irish tongue.—Exchange.

A Japanese house is generally all on one floor. The number of rooms in it depends on the number of bedrooms the owner requires. They are divided for the night by paper shutters, fixed in grooves, like the divisions of an old-fashioned work-box. There are no doors or passages.

Lion tamers frequently perfume themselves with lavender. There is, it is said, no record of a lion ever having attacked a trainer who had taken the precaution of using this perfume.

In Germany electricity, among other curious results, has rehabilitated the discarded windmill. At Neresheim a windmill supplies power for 36 incandescent lamps that light a large paint factory. Another in Schleswig-Holstein keeps up a steady current of 30 volts. At Dusseldorf a windmill winds up a heavy weight of which the descent works a powerful dynamo.

A basalt stele found by Rev. Mr. Scheil, a Roman Catholic priest, in the archæological museum at Constantinople, has on it an Assyrian inscription of King Nobonod of the sixth century before Christ, telling of the destruction of Nineveh. No other record of the kind has ever been found.

Peru is still one of the richest countries of the earth, abounding in gold, silver, copper, mercury, iron, lead, sulphur, coal, salt and petroleum.

Study of an ancient bridge at Leucade has convinced M. Ph. Negris that the level of the Mediterranean is ten feet higher than it was two thousand years ago.

According to a London authority, a baker's shovel such as is still in use for putting bread into the oven, was discovered at the bottom of a recently excavated Roman well in the Saalburg. Similar instruments are represented on Roman frescoes, but this is the first one that has been found. It is of beechwood and is made in one piece. A silver coin of Antonius Pius, a bronze coin of the Empress Faustina and a well-preserved leather shoe were among the further contents of the well.

A Passing Acquaintance.—John's knowledge of the Constitution is like that of the boy who was asked if he had ever gone through algebra. He replied: "Yes, but it was in the nighttime, and I didn't see much of it!"—Macon Telegraph.

Seven of the world's twenty-four greatest mountains have never been climbed.

WITH THE WITS.

Mixed Synonyms—Lawrence Townsend, the American Minister to Belgium, recently said: "In Belgium, as a rule, when English is spoken to you, it is excellent English. Now and then, though, you come upon some very curious mistakes. I attended a musicale one day at an English woman's apartment. An admirable amateur on the violin was the guest of honor. The man played and played, for the encores were persistent, till finally he got a little tired. He wished to say politely to his hostess that he was too weary to play any longer, and the words he used were these: "'Madam, der ghost iss ready, but der meat iss feeble.'"

CAUTION AND CARE.

John Morley, in an address at Pittsburg, urged the American people to use caution and care in their busy lives—to do strenuous things, but to do them with forethought.

"The Scot," said Mr. Morley, "is noted for his forethought.

"A bald Scot, on a visit to London, paused to look at a display of hair tonic in a chemist's window. The chemist, himself a bald man, came out and tapped the Scot upon the shoulder.

"'The very thing for you, my man,' he said. 'Let me sell you a bottle of this tonic. It is the greatest medical discovery of the age.'

"'It is guid, eh?' said the Caledonian.

"'Good? It's marvellous. I guarantee it to produce hair on a bald head in twenty-four hours.'

"'Aweel,' said the Scot, in his dry, cautious way. 'Aweel, ye can gi'e the top o' yer head a rub wi' it, and I'll look back the morn and see if ye're tellin' the truth.'"—N. Y. Tribune.

ACKNOWLEDGED THE REST.

"The life of an insurance agent," sighed Premyums, "is full of wormwood and gall."

"I hadn't noticed the wormwood," growled the victim.—Cleveland Leader.

NEW YORK'S MOST MODERN HOTEL.

The new Hotel Astor, located in Longacre Square, New York's new uptown social and theatrical center, is an important addition to the great hotels of the American metropolis. Enormous in size—facing on three streets, Forty-fourth Street, Broadway and Forty-fifth Street—equipped with every modern appliance and with lavish luxuriousness, it is indeed a palatial hotel; built in the latest and most approved style of fireproof construction, it can consistently claim to be the most thoroughly fireproof hotel in New York. The public rooms are all of great size and are luxurious in their appointments; the suites and guest rooms have been furnished without regard to expense; electric lights, call bells, local and long-distance telephones, private baths, etc., ensure comfort to the occupant; temperature and ventilation are automatically regulated, and the cuisine and service are maintained at the highest standard of efficiency.

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NOTICE TO AMATEUR PHOTOGRAPHERS:

Messrs. Oelrichs & Co., General Agents, North German Lloyd, 5 Broadway, New York, will be pleased to receive mounted or unmounted prints of any photographs taken upon the North German Lloyd ships, and will promptly acknowledge receipt of same.

EXTRA TRAINS FROM BREMEN TO BERLIN.

Increase of Accomodations provided for Tourists by North German Steamship Line.

To enable passengers on the North German Lloyd steamships to reach on the same day all the principal cities and watering places in Germany, as well as special points of interest in Switzerland, additional express trains have been put in service between Bremen and the south of Germany. This service offers a fine opportunity to stay in Berlin until just before the departure of the boat train, which leaves Berlin on Monday nights and arrives in Bremerhaven alongside the steamer the next morning. The train carries only one class of sleeping cars, and holders of ordinary first class railway tickets are entitled to accommodations without additional charge.

HIGHEST MOUNTAIN IN THE WORLD.

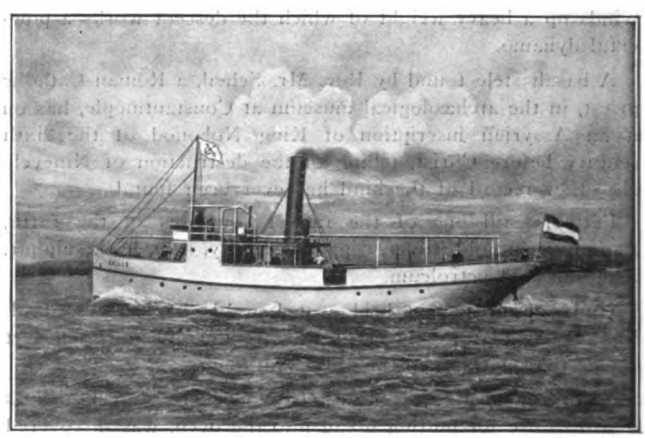
For years many geographers of continental Europe have refused to accept the name Everest given to the highest mountain in the world. They adopted the name Gaurisankar on the authority of the German explorer Hermann Schlagintweit, who asserted that this is the Tibetan name of the mountain. Nearly all the British authorities refused to accept the name Gaurisankar on the ground, now shown to be correct, that there was no conclusive proof that Everest was the particular mountain to which the name applied. But even the British were not entirely united; and one of their most famous mountaineers, Douglas W. Freshfield, has energetically asserted, at every opportunity, that Gaurisankar should be adopted as the name of the culminating point of the earth's surface.

Mount Everest lies almost on the border between Tibet and Nepal. When Schlagintweit visited Nepal at the risk of his life, he saw from the neighborhood of Kaulia, northwest of Katmandu, the capital, a mountain bearing the name Gaurisankar, and he had no doubt that it was Mount Everest, of the British survey. But he preferred to retain the native name which has ever since been largely applied to Mount Everest in all non-British literature. In 1886, thirty years after the discovery of Everest, three British officers, Walker, Tennant and Tanner, gave some reasons for doubting that Everest and Gaurisankar were identical.

The controversy is settled at last by the conclusive report of Captain H. Wood, of the Indian Survey, on the "Identification of the Himalayan Peaks, as Seen from Katmandu, Nepal." The report was recently published in Calcutta and has been accepted as decisive by German geographers. The mean of the determinations by Captain Wood of the height of Gaurisankar gives it an elevation of 23,388 feet, while the determination for Mount Everest is 29,002 feet, a change from the earlier figures.

THE SPECIAL TENDER AT GIBRALTAR.

A special tender of the North German Lloyd is in service in landing passengers from their steamers at Gibraltar. Formerly passengers landing and embarking at Gibraltar were obliged to avail themselves of small steam-launches or rowboats, and the introduction of a special tender for passengers has contributed very materially to the greater comfort and safety of passengers at Gibraltar. The small tender, which bears the name of Grille, is built of wood, and with special reference to the local requirements at Gibraltar. Her length is 79 feet 8 inches; beam, 18 feet; and depth, 9 feet 10 inches. A handsomely appointed cabin furnishes ample



The Special North German Lloyd Tender Grille, used for Landing Passengers at Gibraltar.

accommodation for passengers in bad weather. Her construction is very strong. The vessel has been fitted with all conveniences. The extensive deck is provided with benches at the railing, and its whole length covered with an awning. Amidships there are two deckhouses connected by a platform, from which passengers disembark and embark from the transatlantic steamer. As protection against the rain a pleasant saloon is provided under deck, aft. The motive power consist in a compound engine of about 150 horse power, giving a speed of about ten knots. Fare: One shilling each way.

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North German Lloyd Steamship Company.

TWIN SCREW EXPRESS SERVICE

KAISER WILHELM II.

KRONPRINZ WILHELM.

KAISER WILHELM DER GROSSE.

TWIN SCREW PASSENGER SERVICE

Barbarossa. Bremen. Friedrich der Grosse. Grosser Kurfuerst. Koenigin Luise. Koenig Albert. Prinzess Irene. Prinzess Alice. Rhein. Main. Neckar.

PROPOSED SAILINGS (Subject to Change.)

From Europe.

DEPARTURES From Bremen	DEPARTURES From Southampton	DEPARTURES From Cherbourg	Due at New York	STEAMERS.
Special Train leaves between 7 and 8 a.m.	Special Train leaves London Waterloo Station 9.25 a. m.	Special Train leaves Paris St. Lazare, at 9.20 a.m.		
July 18	July 19	July 19	July 25	KRONPRINZ WILHELM
July 15	.....	.....	July 26	Main
July 25	July 26	July 26	Aug. 1	KAISER WILHELM DER GROSSE
July 22	July 23	.....	Aug. 1	Bremen
Aug. 1	Aug. 2	Aug. 2	Aug. 8	KAISER WILHELM II.
July 29	.....	July 30	Aug. 8	Barbarossa
Aug. 5	Aug. 6	.....	Aug. 15	Friedrich Der Grosse
Aug. 15	Aug. 16	Aug. 16	Aug. 22	KRONPRINZ WILHELM
Aug. 12	.....	Aug. 13	Aug. 22	Grosser Kurfuerst
Aug. 22	Aug. 23	Aug. 23	Aug. 29	KAISER WILHELM DER GROSSE
Aug. 19	.....	.....	Aug. 31	Main
Aug. 29	Aug. 30	Aug. 30	Sept. 5	KAISER WILHELM II.
Aug. 26	.....	Aug. 27	Sept. 5	Bremen
Sept. 2	.....	.....	Sept. 14	Rhein
Sept. 12	Sept. 13	Sept. 13	Sept. 19	KRONPRINZ WILHELM
Sept. 9	.....	Sept. 10	Sept 19	Friedrich Der Grosse
Sept. 19	Sept. 20	Sept. 20	Sept. 26	KAISER WILHELM DER GROSSE
Sept. 16	Sept. 17	.....	Sept. 26	Grosser Kurfuerst
Sept. 26	Sept. 27	Sept. 27	Oct. 3	KAISER WILHELM II.
Sept. 23	.....	.....	Oct. 5	Main
Sept. 30	.....	Oct. 1	Oct. 10	Bremen
Oct. 10	Oct. 11	Oct. 11	Oct. 17	KRONPRINZ WILHELM
Oct. 7	.....	.....	Oct. 19	Rhein
Oct. 17	Oct. 18	Oct. 18	Oct. 24	KAISER WILHELM DER GROSSE
Oct. 14	.....	Oct. 15	Oct. 24	Friedrich der Grosse
Oct. 24	Oct. 25	Oct. 25	Oct. 31	KAISER WILHELM II.
Nov. 7	Nov. 8	Nov. 8	Nov. 14	KRONPRINZ WILHELM
Nov. 14	Nov. 15	Nov. 15	Nov. 21	KAISER WILHELM DER GROSSE
Nov. 28	Nov. 29	Nov. 29	Dec. 6	KAISER WILHELM II.
Dec. 12	Dec. 13	Dec. 13	Dec. 19	KAISER WILHELM DER GROSSE
Jan. 9	Jan. 10	Jan. 10	Jan. 16	KAISER WILHEHM II.
Jan. 23	Jan. 24	Jan. 24	Jan. 30	KAISER WILHELM DER GROSSE
Feb. 6	Feb. 7	Feb. 7	Feb. 13	KAISER WILHELM II.
Feb. 20	Feb. 21	Feb. 21	Feb. 27	KAISER WILHELM DER GROSSE
Mar. 13	Mar. 14	Mar. 14	Mar. 20	KAISER WILHELM II.
Mar. 27	Mar. 28	Mar. 28	Apr. 3	KRONPRINZ WILHELM

Departures From New York.

FROM NEW YORK.	Due at Plymouth	Due at Cherbourg	Due at Bremen
	Special Train awaits arrival of Steamers from New York	Special Train awaits arrival of Steamers from New York	Special Train awaits arrival of Steamer from New York
1905			
Tues., Aug. 1.....6 A. M.	Aug. 7	Aug. 7	Aug. 8
Thur., Aug. 3.....10 A. M.	.....	.....	Aug. 14
Tues., Aug. 8.....10 A. M.	Aug. 14	Aug. 14	Aug. 15
Thur., Aug. 10.....10 A. M.	Aug. 19	Aug. 19	Aug. 20
Tues., Aug. 15.....6 A. M.	Aug. 21	Aug. 21	Aug. 22
Thur., Aug. 17.....10 A. M	Aug. 26	Aug. 26	Aug. 27
Tues., Aug. 22.....10 A. M.	Aug. 31	Aug. 31	Sept. 1
Tues., Aug. 29.....2 P. M.	Sept. 4	Sept. 4	Sept. 5
Thur., Aug. 31.....10 A. M.	Sept. 8	Sept. 8	Sept. 9
Tues., Sept. 5.....10 A. M.	Sept. 11	Sept. 11	Sept. 12
Thur., Sept. 7.....10 A. M.	.....	.....	Sept. 19
Tues., Sept. 12.....3 P. M.	Sept. 18	Sept. 18	Sept. 19
Thur., Sept. 14.....10 A. M	Sept. 23	Sept. 23	Sept. 24
Tues., Sept.19.....10 A. M.	.....	.....	Oct. 1
Tues., Sept. 26.....1.30 P. M.	Oct. 2	Oct. 2	Oct. 3
Thur., Sept. 28.....10 A. M.	Oct. 6	Oct. 6	Oct. 7
Tues., Oct. 3.....10 A. M.	Oct. 9	Oct. 9	Oct. 10
Thur., Oct. 5.....10 A. M.	Oct. 14	Oct. 14	Oct. 15
Tues., Oct. 10.....1 P. M.	Oct. 16	Oct. 16	Oct. 17
Thur., Oct. 12.....10 A. M.	.....	.....	Oct. 24
Tues., Oct. 17.....Noon	Oct. 26	Oct. 26	Oct. 27
Tues., Oct. 24.....Noon	Oct. 30	Oct. 30	Oct. 31
Thur. Oct 26.....10 A. M.	.....	.....	Nov. 8
Tues., Oct. 31.....10 A. M.	Nov. 6	Nov. 6	Nov. 7
Thur., Nov. 2.....10 A. M.	Nov. 11	Nov. 11	Nov. 12
Tues., Nov. 7.....Noon	Nov. 13	Nov. 13	Nov. 14
Tues., Nov. 21.....11 A. M.	Nov. 27	Nov. 27	Nov. 28
Tues., Nov. 28.....10 A. M.	Dec. 4	Dec. 4	Dec. 5
Tues., Dec. 12.....6 A. M	Dec. 18	Dec. 18	Dec. 19
1906			
Thur., Jan. 4.....10 A. M	Jan. 10	Jan. 10	Jan. 11
Tues., Jan. 23.....	Jan. 29	Jan. 29	Jan. 30
Tues., Feb. 6.....	Feb. 12	Feb. 12	Feb. 13
Tues., Feb. 20.....	Feb. 26	Feb. 26	Feb. 27
Tues., Mar. 6.....	Mar. 12	Mar. 12	Mar. 13
Tues., Mar. 27.....	Apr. 2	Apr. 2	Apr. 3
Tues., April 10.....	Apr. 16	Apr. 16	Apr. 17

STEAMERS DO NOT CALL AT PORTS WHERE DATE IS OMITTED.

NORTH GERMAN LLOYD PIERS, HOBOKEN, NEW JERSEY.

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North German Lloyd Steamship Company.

PROPOSED SAILINGS (Subject to Change.)

From Mediterranean Ports

DEPARTURES From GENOA	DEPARTURES From NAPLES	DEPARTURES From Gibraltar	DUE at New York
July 6	July 7	July 10	July 19
July 18	July 19	July 22	July 31
Aug. 1	Aug. 2	Aug. 5	Aug. 14
Aug. 15	Aug. 16	Aug. 19	Aug. 28
Aug. 24	Aug. 25	Aug. 28	Sept. 6
Sept. 7	Sept. 8	Sept. 11	Sept. 20
Sept. 21	Sept. 22	Sept. 25	Oct. 4
Sept. 28	Sept. 29	Oct. 2	Oct. 11
Oct. 12	Oct. 13	Oct. 16	Oct. 25
.....	.....	.....	.....
Oct. 26	Oct. 27	Oct. 30	Nov. 8
Nov. 2	Nov. 3	Nov. 6	Nov. 15
Nov. 16	Nov. 17	Nov. 20	Nov. 29
.....	Nov. 22	.....	Dec. 5
Dec. 7	Dec. 8	Dec. 11	Dec. 20
Jan. 4	Jan. 5	Jan. 8	Jan. 17
Jan. 18	Jan. 19	Jan. 22	Jan. 31
.....	.....	.....	.....
Feb. 1	Feb. 2	Feb. 5	Feb. 14
.....	.....	.....	.....
Feb. 15	Feb. 16	Feb 19	Feb. 28
Feb. 22	Feb. 23	Feb. 26	Mar. 7

To Mediterranean Ports

FROM NEW YORK STEAMSHIPS	DATE	DUE at Gibraltar	DUE at NAPLES	DUE at GENOA
	1905.			
.....Koenig Albert.....	Sat., July 22.....11 a. m.	July 31	Aug. 3	Aug. 4
.....Koenigin Luise.....	Sat., Aug. 5.....11 a. m.	Aug. 14	Aug. 17	Aug. 18
.....Prinzess Irene.....	Sat., Aug. 19.....11 a. m.	Aug. 28	Aug. 31	Sept. 1
.....Koenig Albert.....	Sat., Sept. 2 .....11 a. m.	Sept. 11	Sept. 14	Sept. 15
.....Koenigin Luise.....	Sat., Sept. 9 .....11 a. m.	Sept. 18	Sept. 21	Sept. 22
.....Prinzess Irene.....	Sat., Sept. 23 .....11 a. m.	Oct. 2	Oct. 5	Oct. 6
.....Koenig Albert.....	Sat., Oct. 7..... ...11 a. m.	Oct. 16	Oct.* 19	Oct. 20
.....Koenigin Luise.....	Sat., Oct. 14 .....11 a. m	Oct. 23	Oct. 26	Oct. 27
.....Prinzess Irene.....	Sat., Oct. 28.....11 a. m.	Nov. 6	Nov. 9	Nov. 10
.....Neckar	Sat., Nov. 4..... ....11 a. m.	Nov. 14	Nov. 17	.....
.....Koenig Albert.....	Sat., Nov. 11.....11 a. m.	Nov. 20	Nov * 23	Nov. 24
.....Koenigin Luise.....	Sat., Nov. 18 .....11 a. m.	Nov. 27	Nov.* 30	Dec. 1
.....Prinzess Irene.....	Sat., Dec. 2.....11 a. m.	Dec 11	Dec.* 14	Dec. 15
.....Neckar.	Thur., Dec. 7.....11 a. m.	Dec. 17	Dec. 20	.....
	1906.			
.....Koenigin Luise.....	Sat., Jan. 13 .....11 a. m.	Jan. 22	Jan. 25	Jan. 26
.....Koenig Albert.....	Sat., Jan. 20.....11 a. m.	Jan. 29	Feb. 1	Feb. 2
.....Prinzess Irene.....	Sat., Feb. 3 .....11 a. m.	Feb. 12	Feb. 15	Feb. 16
.....Neckar.....	Sat., Feb. 10.....11 a. m.	.....	Feb. 23	.....
..... Koenigin Luise	Sat., Feb. 17... .....11 a. m.	Feb. 26	Mar. 1	Mar. 2
.....Barbarossa.....	Sat., Feb. 24.....11 a. m.	Mar. 5	Mar. 8	Mar. 9
..... Koenig Albert.....	Sat., Mar. 3.....11 a. m.	Mar. 12	Mar. 15	Mar. 16
.....Prinzess Irene.....	Sat., Mar. 10 .....11 a. m.	Mar. 19	Mar. 22	Mar. 23

STEAMERS **DO NOT** CALL AT PORTS WHERE DATE IS OMITTED.

NORTH GERMAN LLOYD PIERS, HOBOKEN, NEW JERSEY.

*Connecting at NAPLES with North German Lloyd Steamship **Schleswig** or **Hohenzollern** for ALEXANDRIA.

Through Tickets to Asia and Australia from New York by the North German Lloyd Mediterranean Service via Naples and the North German Lloyd Imperial Mail Steamers to the East.

FIRST CABIN ROUNDTRIP OR EXCURSION TICKETS.

On Roundtrip Tickets a ***reduction of 10 per cent.*** of the return fare only is made. Passengers not taking Roundtrip Tickets are not allowed any reduction when taking their homeward tickets. These tickets are limited to one year and may be used on any steamer of the line on which there is accommodation vacant at the rate paid for. Accommodation will be reserved in advance only when roundtrip tickets are purchased before departure from New York.

Passengers holding North German Lloyd Return Tickets (Northern or Mediterranean Service) have the option of returning by Northern or Mediterranean Services or by any of the following lines, subject to the rules and conditions of the line by which passage is taken and to the payment of difference in fare, if any:—*American Line, Atlantic Transport Line, Cie Gle. Transatlantique, Dominion Line, Hamburg-American Line, Holland-America Line, Leyland Line, Red Star Line, White Star Line.*

RETURN TICKETS are good only for accommodation at the rate specified therein, If no accommodation at the rate paid is available, and superior accommodation be desired, the difference will have to be paid by the passenger.

Mediterranean Service.

SECOND CABIN.

All Mediterranean steamers (S. S. Neckar excepted) now carry **Second Cabin** passengers TO and FROM Mediterranean Ports.

S. S. Neckar and S. S. Weimar carry only **Second Cabin** passengers FROM Mediterranean ports to New York.

Rates to or from Genoa, Naples or Gibraltar,

$55 —per adult.

Children between 1 and 12 years of age pay half fare, infants under 1 year $5.

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North German Lloyd Steamship Company.

CHINA LINE. Outward Bound. 1905.

LEAVES	S. S. Prinz Eitel Fried. Voy. 323	S. S. Preussen Voy. 324	S. S. Roon Voy. 325	S. S. Bayern Voy. 326	S. S. Ziet'en. Voy. 327	S.S. Prinz'ss Alice. Voy. 328	S. S. Sachsen. Voy. 329	S. S. Prinz Reg. Luitpold Voy. 330	S. S. Prinz Heinrich Voy. 331	S. S. Prinz Eitel Fried. Voy. 332	S. S. Preussen Voy. 333	S. S. Roon Voy. 334	Voy. 335	Voy. 336
Bremen.....(Wed.)	.....	July 5	.....	Aug. 2	.....	Aug. 30	.....	Sep. 27	.....	Oct. 25	.....	Nov. 22	....	Dec. 20
Hamburg.....(Thur.)	June 22	.....	July 20	.....	Aug. 17	.....	Sep. 14	.....	Oct. 13	.....	Nov. 9	.....	Dec. 7	.....
Rotterdam.....(arr. Thur.)	.....	July 6	.....	Aug. 3	.....	Aug. 31	.....	Sep. 28	.....	Oct. 26	.....	Nov. 23	.....	Dec. 21
Antwerp.....(Mon.)	June 26	July 10	July 24	Aug. 7	Aug. 21	Sep. 4	Sep. 18	Oct. 2	Oct. 16	Oct. 30	Nov. 13	Nov. 27	Dec. 11	Dec. 25
Southampton.....(Tues.)	June 27	July 11	July 25	Aug. 8	Aug. 22	Sep. 5	Sep. 19	Oct. 3	Oct. 17	Oct. 31	Nov. 14	Nov. 28	Dec. 12	Dec. 26
Gibraltar.....(Sat.)	July 1	July 15	July 29	Aug. 12	Aug. 26	Sep. 9	Sep. 23	Oct. 7	Oct. 21	Nov. 4	Nov. 18	Dec. 2	Dec. 16	Dec. 30
Genoa.....(Wed., 11 a.m.)	July 5	July 19	Aug. 2	Aug. 16	Aug. 30	Sep. 13	Sep. 27	Oct. 11	Oct. 25	Nov. 8	Nov. 22	Dec. 6	Dec. 20	Jan. 3
Naples.....(arr. Thur., 9 a.m.)	July 6	July 20	Aug. 3	Aug. 17	Aug. 31	Sep. 14	Sep. 28	Oct. 12	Oct. 26	Nov. 9	Nov. 23	Dec. 7	Dec. 21	Jan. 4
Naples..(lve. Thur., 12, M'd't.)	July 6	July 20	Aug. 3	Aug. 17	Aug. 31	Sep. 14	Sep. 28	Oct. 12	Oct. 26	Nov. 9	Nov. 23	Dec. 7	Dec. 21	Jan. 4
Port Said.....(arr. Mon.)	July 10	July 24	Aug. 7	Aug. 21	Sep. 4	Sep. 18	Oct. 2	Oct. 16	Oct. 30	Nov. 13	Nov. 27	Dec. 11	Dec. 25	Jan. 8
Suez.....(arr. Tues.)	July 11	July 25	Aug. 8	Aug. 22	Sep. 5	Sep. 19	Oct. 3	Oct. 17	Oct. 31	Nov. 14	Nov. 28	Dec. 12	Dec. 26	Jan. 9
Aden.....(arr. Sat.)	July 15	July 29	Aug. 12	Aug. 26	Sep. 9	Sep. 23	Oct. 7	Oct. 21	Nov. 4	Nov. 18	Dec. 2	Dec. 16	Dec. 30	Jan. 13
Colombo.....(arr.)	July 22	Aug. 5	Aug. 19	Sep. 2	Sep 16	Sep. 30	Oct. 15	Oct. 29	Nov. 12	Nov. 26	Dec. 10	Dec. 24	Jan. 7	Jan. 21
Penang.....(arr)	July 27	Aug. 10	Aug 24	Sep. 7	Sep. 21	Oct. 5	Oct. 20	Nov. 3	Nov 17	Dec. 1	Dec. 15	Dec. 29	Jan. 12	Jan. 26
Singapore.....(arr.)	July 28	Aug. 11	Aug. 25	Sep. 8	Sep. 22	Oct. 6	Oct. 21	Nov. 4	Nov. 18	Dec. 2	Dec. 16	Dec. 30	Jan. 13	Jan. 27
												1906		
Hong Kong.....(arr.)	Aug. 3	Aug. 17	Aug 31	Sep. 14	Sep. 28	Oct. 12	Oct. 27	Nov. 10	Nov. 24	Dec. 8	Dec. 22	Jan. 5	Jan. 19	Feb. 2
Shanghai (arr.)	Aug. 7	Aug. 21	Sep. 4	Sep. 18	Oct 2	Oct. 16	Oct. 31	Nov. 14	Nov. 28	Dec. 12	Dec. 26	Jan. 9	Jan. 23	Feb. 6
Shanghai (lve.)	Aug. 9	Aug. 23	Sep. 6	Sep. 20	Oct. 4	Oct. 18	Nov. 2	Nov. 16	Nov. 30	Dec. 14	Dec. 28	Jan. 11	Jan. 25	Feb. 8
Nagasaki.....(arr.)	Aug. 10	Aug. 24	Sep. 7	Sep. 21	Oct. 5	Oct. 19	Nov. 3	Nov. 17	Dec. 1	Dec. 15	Dec. 29	Jan. 12	Jan. 26	Feb. 9
Kobe (Hiogo).....(arr.)	Aug. 11	Aug. 25	Sep. 8	Sep. 22	Oct. 6	Oct. 20	Nov. 5	Nov 19	Dec. 3	Dec. 17	Dec. 31	Jan. 14	Jan. 28	Feb. 11
Yokohama.....(arr.)	Aug. 13	Aug. 27	Sep. 10	Sep. 24	Oct. 8	Oct. 22	Nov. 7	Nov. 21	Dec. 5	Dec. 19	Jan. 2	Jan. 16	Jan. 30	Feb. 13

CHINA LINE. Homeward Bound. 1905.

LEAVES	S. S. Zieten Voy. 318	S. S. Sachsen Voy. 319	S. S. Gneisenau Voy. 320	S. S. Scharnhorst Voy. 321	S. S. Prinz Heinrich Voy. 322	S. S. Prinz Eitel Fried. Voy. 323	S. S. Preussen Voy. 324	S. S. Roon Voy. 325	S. S. Bayern Voy. 326	S. S. Gneisenau Voy. 327	S. S. Prinzess Alice Voy. 328	S. S. Sachsen Voy. 329	S. S. Prinz Reg. Luitpold Voy. 330	Voy. 331	Voy. 332
Yokohama.....	June 10	June 24	July 8	July 22	Aug. 5	Aug. 19	Sep. 2	Sep. 16	Sep. 30	Oct. 14	Oct. 28	Nov. 11	Nov. 25	Dec. 9	Dec. 23
Kobe (Hiogo).....	June 12	June 26	July 10	July 24	Aug. 7	Aug. 21	Sep. 4	Sep. 18	Oct. 2	Oct. 16	Oct. 30	Nov. 13	Nov. 27	Dec. 11	Dec. 25
Nagasaki.....	June 14	June 28	July 12	July 26	Aug. 9	Aug. 23	Sep. 6	Sep. 20	Oct. 4	Oct. 18	Nov. 1	Nov. 15	Nov. 29	Dec. 13	Dec. 27
Shanghai (arr.	June 15	June 29	July 13	July 27	Aug. 10	Aug. 24	Sep. 7	Sep. 21	Oct. 5	Oct. 19	Nov. 2	Nov. 16	Nov. 30	Dec. 14	Dec. 28
Shanghai lve.	June 17	July 1	July 15	July 29	Aug. 12	Aug. 26	Sep. 9	Sep. 23	Oct. 7	Oct. 21	Nov. 4	Nov. 18	Dec. 2	Dec 16	Dec. 30
Hong Kong.....	June 22	July 6	July 20	Aug. 3	Aug. 17	Aug. 31	Sep. 13	Sep. 27	Oct. 11	Oct. 25	Nov. 8	Nov. 22	Dec. 6	Dec. 20	Jan. 3
Singapore.....	June 27	July 11	July 25	Aug. 8	Aug. 22	Sep. 5	Sep. 18	Oct. 2	Oct. 16	Oct. 30	Nov. 13	Nov. 27	Dec. 11	Dec. 25	Jan. 8
Penang.....	June 29	July 13	July 27	Aug 10	Aug. 24	Sep. 7	Sep. 20	Oct. 4	Oct. 18	Nov. 1	Nov. 15	Nov. 29	Dec. 13	Dec. 27	Jan 10
Colombo.....	July 4	July 18	Aug. 1	Aug. 15	Aug. 29	Sep. 12	Sep. 25	Oct. 8	Oct. 22	Nov. 5	Nov. 19	Dec. 3	Dec. 17	Dec. 31	Jan. 14
Aden.....	July 12	July 26	Aug. 9	Aug. 23	Sept. 6	Sep. 20	Oct. 3	Oct. 15	Oct. 29	Nov. 12	Nov. 26	Dec. 10	Dec. 24	Jan. 7	Jan. 21
Suez.....	July 16	July 30	Aug. 13	Aug 27	Sept. 10	Sep. 24	Oct. 7	Oct. 19	Nov. 2	Nov. 16	Nov. 30	Dec. 14	Dec. 28	Jan. 11	Jan. 25
Port Said.....	July 17	July 31	Aug. 14	Aug. 28	Sept. 11	Sep. 25	Oct. 8	Oct. 21	Nov. 4	Nov. 18	Dec. 2	Dec. 16	Dec. 30	Jan. 13	Jan. 27
													1906		
Naples.....arr.	July 20	Aug. 3	Aug. 17	Aug. 31	Sept. 14	Sep. 28	Oct. 11	Oct. 24	Nov. 7	Nov. 21	Dec. 5	Dec. 19	Jan. 2	Jan. 16	Jan. 30
Naples.....lve.	July 21	Aug. 4	Aug. 18	Sept. 1	Sept. 15	Sep. 29	Oct. 12	Oct. 25	Nov. 8	Nov. 22	Dec. 6	Dec. 20	Jan. 3	Jan. 17	Jan. 31
Genoa.....	July 22	Aug. 5	Aug. 19	Sept. 2	Sept. 16	Sep. 30	Oct. 13	Oct. 26	Nov, 9	Nov. 23	Dec. 7	Dec. 21	Jan. 4	Jan. 18	Feb. 1
Gibraltar.....	July 26	Aug. 9	Aug. 23	Sept. 6	Sept. 20	Oct. 4	Oct. 17	Oct. 30	Nov. 13	Nov. 27	Dec. 11	Dec. 25	Jan. 8	Jan. 22	Feb. 5
Southampton.....	July 30	Aug. 13	Aug. 27	Sept 10	Sept. 24	Oct. 8	Oct. 21	Nov. 3	Nov. 17	Dec. 1	Dec. 15	Dec. 29	Jan. 12	Jan. 26	Feb. 9
Antwerp.....	July 31	Aug. 14	Aug. 28	Sept. 11	Sept. 25	Oct. 9	Oct. 22	Nov. 4	Nov, 18	Dec. 2	Dec. 16	Dec. 30	Jan. 13	Jan. 27	Feb. 10
Hamburg.....	Aug. 3	Aug. 17	Aug. 31	.....	Sept. 28	.....	Oct. 25	.....	Nov. 21	.....	Dec. 19	.....	Jan. 16	.....	Feb. 13
Bremen.....	.....	.....	.....	Sept. 14	.....	Oct. 12	.....	Nov. 7	.....	Dec. 5	.....	Jan. '06,2	.....	Jan. 30	.....

Proposed Sailings of Twin-Screw Steamship "Schleswig" and "Hohenzollern," between Marseilles, Naples, Alexandria and Return.

TIME TABLE

	STEAMERS.	MARSEILLES Leave Wednesdays, 3 p. m.	NAPLES Arrive Thursdays	NAPLES Leave Fri., 11 a. m.	ALEXANDRIA Arrive Mondays	ALEXANDRIA Leave Wed., 5 p.m.	NAPLES Arrive Saturdays	NAPLES Leave Sun., 4 p.m.	MARSEILLES Arrive Tuesdays
Summer Rates.	Schleswig.....	July.....19	July 20	July 21	July 24	July 26	July 29	July 30	Aug 1
	Schleswig.....	August.....23	Aug. 24	Aug. 25	Aug. 28	Aug. 30	Sept. 2	Sept. 3	Sept.....5
	Schleswig.....	September.....13	Sept. 14	Sept. 15	Sept. 18	Sept. 20	Sept. 23	Sept 24	Sept 26
	Schleswig.....	October.....4	Oct. 5	Oct. 6	Oct. 9	Oct. 11	Oct. 14	Oct. 15	Oct 17
	Schleswig.....	October.....18	Oct. 19	Oct. 20	Oct. 23	Oct. 25	Oct. 28	Oct. 29	Oct . . 31
Regular Rates.	Schleswig.....	November..... 1	Nov. 2	Nov. 3	Nov. 6	Nov. 8	Nov. 11	Nov. 12	Nov 14
	Schleswig	November.....15	Nov. 16	Nov. 17	Nov. 20	Nov. 22	Nov. 25	Nov. 26	Nov ... .28
	Hohenzollern...	November.....22	Nov. 23	Nov. 24	Nov. 27	Nov. 29	Dec. 2	Dec. 3	Dec.....5
	Schleswig.....	November.....29	Nov. 30	Dec. 1	Dec. 4	Dec. 6	Dec. 9	Dec. 10	Dec 12
	Hohenzollern..	December..... 6	Dec. 7	Dec. 8	Dec. 11	Dec. 13	Dec. 16	Dec. 17	Dec.....19

*Connections made at NAPLES with steamer arriving from New York. Train leaves ALEXANDRIA 3.35 p. m. arriving at CAIRO 7.25 p. m

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North German Lloyd Steamship Company.

AUSTRALIAN LINE, Outward Bound, 1905.

LEAVES	S. S. Karlsruhe Voy. 258	S. S. Gera Voy. 259	S. S. Prinz Reg. Luitpold Voy. 260	S. S. Darmstadt Voy. 261	S. S. Seydlitz Voy. 262	S. S. Zieten Voy. 263	S. S. Barbarossa Voy. 264	S. S. Bremen Voy. 265	S. S. Grosser Kurfurst Voy. 266	S. S. Seydlitz Voy. 267	S. S. Friedrich der Grosse Voy. 268
Bremen.....(Wed.)	Mar. 23	Apr. 19	May 17	June 14	July 12	Aug. 9	Sept. 6	Oct. 4	Nov. 1	Nov. 29	Dec. 27
Antwerp.....(Sun.)	Mar. 26	Apr. 23	May 21	June 18	July 16	Aug. 13	Sept. 10	Oct. 8	Nov. 5	Dec. 3	Dec. 31
Southampton...(Mon.)	Mar. 27	Apr. 24	May 22	June 19	July 17	Aug. 14	Sept. 11	Oct. 9	Nov. 6	Dec. 4	Jan. '6 1
Genoa .. (Tue., 10 a. m.)	Apr. 4	May 2	May 30	June 27	July 25	Aug. 22	Sept. 19	Oct. 17	Nov. 14	Dec. 12	Jan. 9
Naples..(arr. Wed. a.m.)	Apr. 5	May 3	May 31	June 28	July 26	Aug. 23	Sept. 20	Oct. 18	Nov. 15	Dec. 13	Jan. 10
Naples (lve. Wed. 10 p.m.)	Apr. 5	May 3	May 31	June 28	July 26	Aug. 23	Sept. 20	Oct. 18	Nov. 15	Dec. 13	Jan. 10
Port Said.....(Sun.)	Apr. 9	May 7	June 4	July 2	July 30	Aug. 27	Sept. 24	Oct. 22	Nov. 19	Dec. 17	Jan. 14
Suez.....(Mon.)	Apr. 10	May 8	June 5	July 3	July 31	Aug. 28	Sept. 25	Oct. 23	Nov. 20	Dec. 18	Jan. 15
Aden .....(Sat.)	Apr. 15	May 13	June 10	July 8	Aug. 5	Sept. 2	Sept. 30	Oct. 28	Nov. 25	Dec. 23	Jan. 20
Colombo..... ....(Sat.)	Apr. 22	May 20	June 17	July 15	Aug. 12	Sept. 9	Oct. 7	Nov. 4	Dec. 2	Dec. 30	Jan. 27
Fremantle.....(Thurs.	May 4	June 1	June 29	July 27	Aug. 24	Sept. 21	Oct. 19	Nov. 16	Dec. 14	Jan. '6, 11	Feb. 8
Adelaide..... (Tues.)	May 9	June 6	July 4	Aug. 1	Aug. 29	Sept. 26	Oct. 24	Nov. 21	Dec. 19	Jan. 16	Feb. 13
Melbourne.....(Fri.)	May 12	June 9	July 7	Aug. 4	Sept. 1	Sept. 29	Oct. 27	Nov. 24	Dec. 22	Jan. 19	Feb. 16
Sydney.....(Mon.)	May 15	June 12	July 10	Aug. 7	Sept. 4	Oct. 2	Oct. 30	Nov. 27	Dec. 25	Jan. 22	Feb. 19

AUSTRALIAN LINE. Homeward Bound, 1905.

LEAVES	S. S. Scharnhorst Voy. 256	S. S. Seydlitz Voy. 257	S. S. Karlsruhe Voy. 258	S. S. Gera Voy. 259	S. S. Prinz Reg. Luitpold Voy. 260	S. S. Gneisenau Voy. 261	S. S. Seydlitz Voy. 262	S. S. Karlsruhe Voy. 263	S. S. Barbarossa Voy. 264	S. S. Scharnhorst Voy. 265	S. S. Grosser Kurfurst Voy. 266	S. S. Seydlitz Voy. 267	S. S. Friedrich der Grosse Voy. 268
Sydney.....(Sat.)	Apr. 1	Apr. 29	May 27	June 24	July 22	Aug. 19	Sept. 16	Oct. 14	Nov. 11	Dec. 9	Jan. '6 6	Feb. 3	Mar. 3
Melbourne.....	Apr. 3	May 1	May 29	June 26	July 24	Aug. 21	Sept. 18	Oct. 16	Nov. 13	Dec. 11	Jan. 8	Feb. 5	Mar. 5
Adelaide.....	Apr. 8	May 6	June 3	July 1	July 29	Aug. 26	Sept. 23	Oct 21	Nov. 18	Dec. 16	Jan. 13	Feb. 10	Mar. 10
Fremantle.....	Apr. 13	May 11	June 8	July 6	Aug. 3	Aug. 31	Sept. 28	Oct. 26	Nov. 23	Dec. 21	Jan. 18	Feb. 15	Mar. 15
Colombo.....	Apr. 24	May 23	June 20	July 18	Aug. 15	Sept. 12	Oct. 10	Nov. 6	Dec. 4	Jan. '6 1	Jan. 29	Feb. 28	Mar. 28
Aden.....	May 1	May 31	June 28	July 26	Aug. 23	Sept. 20	Oct. 18	Nov. 13	Dec. 11	Jan. 8	Feb. 5	Mar. 5	Apr. 2
Suez.....	May 6	June 5	July 3	July 31	Aug. 28	Sept. 25	Oct. 23	Nov. 18	Dec. 16	Jan. 13	Feb. 10	Mar. 10	Apr. 7
Port Said.....	May 6	June 5	July 3	July 31	Aug. 28	Sept. 25	Oct. 23	Nov. 18	Dec. 16	Jan. 13	Feb. 10	Mar. 10	Apr. 7
Naples.....arr.	May 10	June 9	July 7	Aug. 4	Sept. 1	Sept. 29	Oct. 27	Nov. 22	Dec. 20	Jan. 17	Feb. 14	Mar. 14	Apr. 11
Naples.....lve.	May 11	June 10	July 8	Aug. 5	Sept. 2	Sept. 30	Oct. 28	Nov. 23	Dec. 21	Jan. 18	Feb. 15	Mar. 15	Apr. 12
Genoa.....	May 12	June 11	July 9	Aug. 6	Sept. 3	Oct. 1	Oct. 29	Nov. 24	Dec. 22	Jan. 19	Feb. 16	Mar. 16	Apr. 13
Southampton.....	May 20	June 19	July 17	Aug. 14	Sept. 11	Oct. 9	Nov. 6	Dec. 2	Dec. 30	Jan. 27	Feb. 24	Mar. 24	Apr. 21
Antwerp.....	May 21	June 20	July 18	Aug. 15	Sept. 12	Oct. 10	Nov. 7	Dec. 3	Dec. 31	Jan. 28	Feb. 25	Mar. 25	Apr. 22
Bremen.....	May 24	June 23	July 21	Aug. 18	Sept. 15	Oct. 13	Nov. 10	Dec. 6	Jan. '6, 3	Jan. 31	Feb. 28	Mar. 28	Apr. 25

NEW GUINEA BRANCH LINE.

BRANCH LINE. Outward Bound, 1905.

LEAVES	S. S. Prinz Sigismund Voy. 9	S. S. Willehad Voy. 10	S. S. Prinz Waldemar Voy. 11	S. S. Prinz Sigismund Voy. 12	S. S. Willehad Voy. 13
Sydney.....lvs	July 8	Aug. 5	Sept. 2	Sept. 30	Oct. 28
Herbertshöhe and Matupi eventually, Simpsonhafen }lvs.	July 18	Aug. 15	Sept. 12	Oct. 10	Nov. 7
Friedrich Wilhelms Hafen }lvs	July 21	Aug. 18	Sept. 15	Oct. 13	Nov. 10
Hong Kong.....lvs.	Aug. 1	Aug. 29	Sept. 26	Oct. 24	Nov. 21
Kobe.....arr	Aug. 6	Sept. 3	Oct. 1	Oct. 29	Nov. 26
Yokohama.....arr	Aug. 8	Sept. 5	Oct. 3	Oct. 31	Nov. 28

BRANCH LINE. Homeward Bound, 1905.

LEAVES	S. S. Willehad Voy. 7	S. S. Prinz Waldemar Voy. 8	S. S. Prinz Sigismund Voy. 9	S. S. Willehad Voy. 10	S. S. Prinz Waldemar Voy. 11
Yokohama.....lvs.	June 17	July 15	Aug. 12	Sept. 9	Oct. 7
Kobe (eventually)....arr.	June 18	July 16	Aug. 13	Sept. 10	Oct. 8
Hong Kong. ..... lvs.	June 26	July 24	Aug. 21	Sept. 18	Oct. 16
Friedrich Wilhelms-Hafen..... }lvs	July 7	Aug. 4	Sept. 1	Sept. 29	Oct. 27
Herbertshöhe and Matupi, eventually Simpsonhafen }lvs.	July 9	Aug. 6	Sept. 3	Oct. 1	Oct. 29
Sydney..... .....arr	July 19	Aug. 16	Sept. 13	Oct. 11	Nov. 8

Every three months a steamer will ply between Friedrich-Wilhelmshafen and Stephansort, Finschhafen (Langemackbucht) Potsdamhafen and Tamara (Seleo). Eventually Melbourne, Newcastle, N. S. W., Brisbane, Keppel Bay (Rockhampton), Townsville, Cairns, Moresby, Samarai, Woodlark, Manila and Moji may be called at.

The sailing dates will be observed as much as possible; however, in intermediate ports arrivals and departures may take place earlier or later than stated above, according to circumstances.

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North German Lloyd Steamship Company.

BREMEN TO SOUTH AMERICA

RIVER PLATE LINE.

Bremen—Montevideo and Buenos Ayres, via Antwerp, Coruna, Villagarcia, or Vigo.

STEAMERS	FROM Coruna	FROM Antwerp	FROM Bremen
(2) Freiburg	July 1	July 5	.....
(1) Erlangen	July 15	July 19	July 22
(1) Wurzburg	July 29	Aug. 2	Aug. 5
(1) Borkum	Aug. 12	Aug. 16	Aug 19
(2) Marburg	Aug. 26	Aug. 30	.....

(1) Carry a limited number of Second Cabin passengers, Steerage Passengers and freight.
(2) Carry freight only—no passengers.

BRAZIL LINE.

Bremen—Pernambuco, Bahia, Riode Janeiro and Santos, via Antwerp & Leixoes Oporto, and Lisbon event, Madeira (Funchal).

STEAMERS	FROM Bremen	FROM Antwerp	FROM Leixoes, Oporto	FROM Lisbon
¶Mainz *‡	July 8	July 12	July 17	July 18
§Bonn	July 22	July 26	July 31	Aug 1
¶Wittenberg †	Aug. 5	Aug. 9	Aug. 14	Aug. 15
§Crefeld ‡	Aug. 19	Aug. 23	Aug. 28	Aug. 29
¶Aachen	Sept. 2	Sept. 6	Sept. 11	Sept. 12

§Via Pernambuco, Rio de Janeiro and Santos.
¶Via Bahia, Rio de Janeiro and Santos.
*Also Maceo.
†Also Sao Francisco South Brazil). Route: Rio, Sao Francisco, Santos.
‡Steamers carry Steerage passengers and a limited number of Second Cabin passengers, also freight.
†S. S. Wittenberg carries only Steerage passengers and freight.
Connections for freight made with steamers at Paranagua, Sao Francisco, Desterro and Rio Grande do Sul.

CUBA LINE.

Bremen, Antwerp, Coruna event. Vigo or Villagarcia to Havana, Cienfugos and Manzanillo.

STEAMERS	FROM Bremen	FROM Antwerp	FROM Coruna
Coblenz	July 14	July 18	July 21
Roland	Aug. 14	Aug. 18	Aug. 21
Heidelberg	Sept. 14	Sept. 18	Sept. 21

These Steamers carry Steerage passengers, cargo and a limited number of Second Cabin passengers.

GALVESTON LINE.

Bremen—Galveston, via New York or Baltimore.

STEAMERS	FROM Bremen	STEAMERS	FROM Bremen
Frankfurt*	July 6	Hanover	Aug. 24
Koln*	Aug. 3	Frankfurt	Sept. 14

*Via Baltimore.
These steamers carry Steerage passengers, cargo and a limited number of Second Cabin passengers.

NORTH GERMAN LLOYD FLEET

Twin-Screw Express Steamships.

	Horsepower	Tons		Horsepower	Tons
Kaiser Wilhelm II	40,000	19,500	Kaiser Wilhelm d. Grosse	28,000	14,349
Kronprinz Wilhelm	35,000	14,908			

Fast Mail Steamship.

	Horsepower	Tons
Hohenzollern	7,500	6,668

Twin-Screw Passenger Steamships—Barbarossa Class.

	Horsepower	Tons		Horsepower	Tons
Grosser Kurfuerst	9,700	13,182	Koenig Albert	9,000	10,643
Barbarossa	7,000	10,915	Bremen	8,000	11,570
Koenigin Luise	7,000	10,711	Prinzess Irene	9,000	10,881
Friedrich der Grosse	7,200	10,695	Prinzess Alice	9,000	10,881

Twin-Screw Steamships.

	Horsepower	Tons		Horsepower	Tons
Rhein	5,500	10.058	Frankfurt	3,200	7,431
Neckar	6,000	9,835	Koeln	3,200	7,410
Hannover	3,200	7,305	Prinz Heinrich	5,500	6,263
Prinz Regent Luitpold	5,500	6,288	Mainz	1,500	3,304
Wittekind	2,500	5,640	Coblenz	1,500	3,169
Cassel	3,400	7,543	Breslau	3,400	7,524
Chemnitz	3,200	7,542	Brandenburg	3,200	7,533
Willehad	2,500	4,761	Schleswig	4,500	7,000
Zieten	5,000	7,000	Scharnhorst	5,000	7,000
Roon	5,000	7,000	Gneisenau	5,000	7,000
Seydlitz	5,000	7,060	Prinz Waldemar	2,100	3,300
Main	5,500	10,067	Prinz Sigismund	2,100	3,300

Imperial Mail and Regular Service Steamships.

	Horsepower	Tons		Horsepower	Tons
Preussen	3,800	5,295	Karlsruhe	4,200	5 057
Stuttgart	3,200	5,048	Bayern	3,800	5,064
Sachsen	3,800	5,026	Oldenburg	3,200	5,000
Darmstadt	3,200	5,012	Gera	3,200	5 005
Freiburg	2,700	5,965	Marburg	2,700	5,967
Weimar	3,200	4,996	Wuerzburg	2,400	5,095
Erlangen	2,600	4,963	Halle	2,200	3,968
Bonn	2,200	3,969	Crefeld	1,900	3,829
Aachen	1,900	3,333	Roland	2,000	3,608
Wittenberg	1,300	3,689	Sumatra	350	584
Heidelberg	1,800	3,372	Seeadler	950	532
Nixe	2,000	843	Helgoland	2,000	5,666
Najade	1,600	700	Borkum	2,000	5 649
Norderney	2,000	5,486	Glueckauf	1,000	736

Training Vessels—Sailing Ships.

	Tons		Tons
Herzogin Sophie Charlotte	2,581	Herzogin Cecilie	3 200

	Horsepower	Tons
Indo Chinese Coasting Service, 49 steamers	40,950	67,616
River Steamers, 44 steamers	9,685	5.016
147 Lighters	.....	32,451
Total	432,095	587,079

THROUGH TICKETS

Issued by

NORTH GERMAN LLOYD STEAMERS

FROM BREMEN AND SOUTHAMPTON by North German Lloyd Steamers (China Line) to Genoa, Naples, Port Said, Suez, Aden, Colombo, Singapore, Hong Kong, Shanghai, Yokohama, Hiogo and Nagasaki. Connections at Singapore to Penang, Padang, Belawan (Delhi), Asaban, Sumatra, for Batavia, Samarang, Socrabaya (Java), to Bangkok (Siam), and British North Borneo. Connections at Hong Kong Saipan, Ponape, New Guinea, Queensland, Sydney by Australian Line, to Genoa, Naples, Port Said, Suez, Aden, Colombo, Adelaide, Melbourne, Sydney and Queensland. Connections at Shanghai, Hankow, Tainghan and Tongku.

FROM BREMEN AND ANTWERP by North German Lloyd to Montevideo and Buenos Ayres, Cuba and Brazil.

Direct Connections from Genoa and Naples to Egypt and the East by the North German Lloyd Imperial Mail Steamers.

Passengers are allowed to stop over at all intermediate ports and to continue voyage without extra charge on any later steamer on which there may be room available, and in such accommodation as may be vacant.

BAGGAGE.

The North German Lloyd and their representatives cannot undertake the forwarding of baggage on arrival at Gibraltar and Naples. Passengers should apply to forwarding agents in these cities.

The North German Lloyd has established a special Baggage Bureau at Genoa, (No. 11 Vico S. Antonio, near the Palazzo Reale), for the purpose of storing baggage or forwarding baggage belonging to the passengers on board of the steamers of the New York Mediterranean Service, as also of the Australian and China Service.

The attention of passengers is drawn to the fact that there is only a very small allowance made for baggage by the Continental Railroads in Europe and the charge made for excess of baggage beyond the limit is very high. The traveler in Europe will therefore do well to limit the amount of his baggage as much as possible.

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AGENTS OF THE NORTH GERMAN LLOYD S. S. CO.

Place:	Name and letter address:	Telegraphic address:
BREMEN	NORTH GERMAN LLOYD, Papenstr. 5-6.	LLOYD, BREMEN.
LONDON	KELLER, WALLIS & CO., 14 Cockspur St., Charing Cross, S.W.	NORDLLOYD, LONDON.
LONDON	KELLER, WALLIS & CO., 2 King William Street, City, E. C.	RELLEK, LONDON.
	CABIN BOOKING OFFICES	
Berlin	J. V. MESSMER-SALDERN, Hotel Bristol, Unter den Linden 5-6	Nordlloyd, Berlin.
Vienna	CAPT. A. FERNICEL, Grand Hotel, 9 Kärntner Ring.	Nordlloyd, Vienna.
Paris	NORTH GERMAN LLOYD, 2 Rue Scribe	Nordlloyd, Paris.
Aarau	Hans Gerber, Hotel Gerber-Terminus	
Aix-La-Chapelle (Aachen)	Cabin Booking office, Kurinspector E. Leuchter,	Kurinspector, Aachen.
Alexandria	C. H. Schoeller, Cleopatra Lane.	Nordlloyd, Alexandria.
Algiers	Thomas Cook & Son. [drikkade.	Cook, Algiers.
Amsterdam	Wm. H. Müller & Co., 183 Prins Hen-	Nordlloyd, Amsterdam.
Antwerp	Von Bary & Co., Place de Meir 23.	Nordlloyd, Antwerpen.
Aschaffenburg	M. S. Bustelli's Nachfolger (H. G. Köh	Nordlloyd, Aschaffenburg.
Augsburg	Theodor Mühlschlegel. [ler)	
Baden-Baden	F. C. Joerger, Leopoldsplatz.	Bankhaus, Joerger.
Bad Ems	Carl Fischer, 25 Römerstr.	
Bad Kissingen	Friedrich Feustel.	Feustel, Kissengen.
Bad Kissingen	A. Löwenthal, Jr.	Bankgeschäft Löwenthal.
Bad Nauheim	H. Heinrich, Schuckhardt's Pvt. Hotel Bank Agent of Kock, Lauteren & Co	Heinrich, Bad Nauheim.
Barcelona	Guillermo Schipper, 6 Paseo de Colon.	
Barmen	Rud. Dahl, 12 Altermarkt.	Nordlloyd, Barmen.
Basel	Conrad Schneebeli, 54 Elisabethenstr.	Schneebeli, Basel.
Bergen	J. C. R. Bruenech & Son.	
Berlin	F. Montanus, Invalidenstr. 93 N. W.	Supercargo, Berlin.
Berne	Kehrli & Oeler.	
Beyrout	Weber & Co.	Weber Co., Beyrout.
Bonn a. Rh	Heinr. Brinck, Markt 29.	Brinck, Markt Bonn.
Braunschweig	Carl Camehn, Bohlweg 16.	Carl Camehn, Braunschweig.
Breslau	Capt. von Kloch, Ring 17. Becherseite.	Nordlloyd, Breslau.
Brussels	Passage Bureau des Norddeutschen Lloyd, 21-23 Boulevard Anspach.	Nordlloyd, Brussell.
Cairo	Otto Sterzing, Opernplatz.	Nordlloyd, Cairo.
Carlsbad	Rudolf Mayer, Reisebureau.	Nord loyd, Carlsbad.
Cassel (Sachs)	Aug. Pechmann, Kölnischester, 16.	Pechmann, Cassel.
Chemnitz	A. Hauptmann, Theaterstr, 27.	Nordlloyd, Chemnitz.
Christiania	Arntzen & Co., Carl Johans Gade.	
Christianisands	Oluf A. S. Bellessen.	
Cherbourg	LePont & Fils, 46 Quai de Alexandre	Nordlloyd, Cherbourg.
Coblenz	Guido Erxleben. [III.	
Cologne (Koln a. R)	W. Lippmann, Domkloster 1.	Nordlloyd, Kölnrhein.
Constance	Macaire & Cie, Bankers, Insel Hôtel.	Marcaire, Konstanz.
Copenhagen	Norddeutscher Lloyd, Nv Ostergade, 1.	Nordlloyd, Copenhagen.
Crefeld	Andre Wels, Elisabethstr. 59-61.	Nordlloyd, Crefeld.
Darmstadt	Anton Fischer, Frankfurterst, 12-14.	Anton Fischer, Darmstadt.
Davos-Platz	Emil Sartory.	Davosplatz.
Dortmund	Otto zur Hellen, Königshof 7.	Otto Zurhellen, Dortmund.
Dresden	Fr. Bremermann, Pragerstrasse 49 nachst Hauptbahnhof.	Nordlloyd, Dresden.
Drontheim	Albrecht W. Selmer.	
Duisburg	Karl Schroers, 92-98 Ruhrorterstr	[Dusseldorf.
Dusseldorf	Jos. Wolf, Wilhelmsplatz 11.	Wolf, Wilhelmsplatz,
Erfurt	Paul Schneider, Gartenstrasse, 62.	Lloydagentus, Erfurt.
Frankfort a.m.	Chr. Emil Derschow, Kaiserplatz, 14.	Nordlloyd, Frankfurt-Main.
Freiburg Bd'n	Ed. Hebting	
Florence	French, Lemon & Co., 2-4 Via Tornabuoni.	Nordlloyd, Florence.
Geneva	A. Bocquin & Co., 22 Rue Montblanc.	Nordlloyd, Geneva.
GENOA	LEUPOLD BROS., 10 Piaza, San Sire	Nordlloyd, Genoa.
Gera (Reuss)	Bauer & Anders, Sorge, 14.	
GIBRALTAR	JOHN ONETTI & SONS.	Nordlloyd, Gibraltar.
Gotha	Hermann Lohberger, 31 Schwabhauserstrasse.	Creditref rm, Gotha.
Gothenburg	Flach & Wimnell, Södra Hamngatan 51	Nordlloyd, Gothenburg.
Hamburg	Wilhelm Lazarus, 4 Kolandsbrücke.	Nordiloyd, Hamburg.
Hannover	Wilhelm Berkhan, Georgstrasse, 39.	Nordlloyd, Hannover.
Havana(Cuba)	Schwab & Tilman.	Nordlloyd, Havana.
Havre	Michell & Kimball, 26 Rue des Viviers.	Nordlloyd, Havre.
Homburg H'e.	Wilh. Nagel, Jr.	Reisebureau, Homburghoehe
Innsbruck	Landesverbandes für Fremdenverkehr in Tirol.	Landesverband, Innsbruck.
Interlaken	Volksbank.	

Place:	Name and letter address:	Telegraphic address:
Jena	Wilh. Sieber, Neugasse 26.	
Karlsruhe B'n	Fr. Kern, Erbprinzenstrasse 6.	Nordlloyd, Karlsruhebaden.
Kiel	John Spiering.	Nordlloyd, Kiel.
Kreuznach	C. F. Eccardt, Kloster-Kellerei.	Eccardt, Kreuznach.
Lausanne	Dubois Frères. [Platz.	Duboirnou, Lausanne.
Leipsic	E. Wellbrock, Georgiring 1, Augustus-	Nordlloyd, Leipzig.
Lucerne	Frey & Suchsland, Hotel Schweizerhof.	Nordlloyd, Lucerne.
Ludwigshafen a. Rhein	Peter Rixius.	Peter Rixius, Ludwigshafenrhein.
Ludwigshafen a. Rhein	Wilh. Johann.	Johann, Ludwigshafenrhein.
Lugano	Banque de la Suisse Italienne.	
Mainz	L. Lyssenhop & Co., Kaiserstrasse 38.	Nordlloyd, Mainz.
Malta	A. Duncan & Co.	Duncan, Malta.
Mannheim	Ph. Jac. Eglinger, O 7, No. 2?.	Eglinger sen., Mannheim.
Magdeburg	W. Vockeroh, 9 Wilhelmstr.	Vockeroh, Wilhelmstr.
Marburg a.L'n	Carl Schneider, Bahnhofstr. 10.	Lloyd, Marburg, Bez. Casse.
Marseilles	William Carr, 4 Rue Beauvau.	
Meran, Tyrol	S. Pötzelberger, Pfarrplatz.	Pötzelberger, Meran
Messina	Pierce Brothers.	Becker, Messina.
Milan	Gio-Corr. Meiss.	Nordlloyd, Milan.
Monte Carlo	Smith's Bank.	Smank, Montecarlo.
Montreux	F. Rolli.	
Munich	H. G. Köhler, Promenadenp' tz 19, Hotel Bayerischer Hof.	Nordlloyd, München
Munich	Danler & Co., Bayerstr. 27.	Danler, München.
Muenster, I.W	H. Coenen. Königstrasse 8.	Coenen, Münster.
NAPLES	ASELMEYER & CO.	Nordlloyd, Naples.
Nice	Norddeutscher Lloyd, 14 Avenue Félix Faure.	Nordlloyd, Nice.
Nordhausen	Carl Eine, Jr.	Eine, Jr., Nordhausen.
Nurnberg	Albert Bernhold.	Albert Bernhold, Nürnberg.
Offenburg	August Hund.	A. Hund Offenburg (Baden.)
Oldenb'g l. Gr.	Edw. Meiners.	
Osnabruck	Wm. Nordhaus, 3 Brockmauer.	
Ostend	E. Minne & Co.	Nordiloyd, Ostend.
Palermo	Angelo Tagliavia & Co.	Angelo, Palermo.
Paris	Armstrong & Co., 19 Rue Scribe.	Germanicus, Paris.
Piraeus	Roth & Co.	Roth, Piraeus.
Plymouth	Keller, Wallis & Co.	Keller, Plymouth
Plymouth	Orlando Davis & Co., 53 Southside S.	Orlando, Plymouth.
Port Said	H. Bronn.	Nordlloyd, Portsaid.
Prag	Norddeutscher Lloyd, 8 Hybernergasse.	Nordlloyd, Prag.
Rome	North Germar Lloyd Passenger Bureau J. E. Anniser, 395-396 Corso Umberts l.	Nordlloyd, Rome.
Rome	French, Lemon & Co., 40 Piazza d	
Rotterdam	W. H. Mülle & Co. [Spagnai	
Southampton	Keller, Wallis & Co., Canute Road.	Keller, Southampton.
St. Gall	Alfred Gähwiller, 30 Vadianstr.	
St. Moritz	G. E. Rocco.	
Stavanger	Fred. Wattne.	
Stockholm	Stockholms Reisebureau.	
Strassburg(Els)	Ch. Staehling. L. Valentin & Co.	Staehling Valentin Strass-
Strassburg(Els)	Eugen König, Verkehrs Bureau, 13 Küssstrasse.	[burgels. Verkehrsbureau Strassburgels.
Stuttgart	Passage Bureau Rominger, 35 Königstr.	Nordlloyd, Stuttgart.
Suez	Th. Meyer.	Nordlloyd, Suez.
Thun	H. Lanz, Banhof.	Lanz, Thun.
Trieste	Kuchler & Co., Via Galileo.	Kuchler, Trieste.
Venice	Fischer & Rechsteiner, Nachfig.	Fischer, Rechsteiner, Venice.
Vevey	Edmond de la Harpe.	Nordlloyd. Vevey.
Weimar	A. Saal. (C. G. Kastner's Nachf.)	Saal, Bankgeschäft, Weimar.
Wiesbaden	J. Chr. Glücklich, Wilhelmstrasse 50.	Glucklich, Wiesbaden.
Winterthur	Otto Muggli.	
Worms	Christ. Berg.	Christ. Berg. Worms.
Wurzburg	V. A. Fischer, Domstrasse 60.	Hoflieferant, Fischer Wurzburg
Zermatt(Switz)	J. MARTI. Corso Re Umberto (Rettifiio) No. 6	
Zurich	H. Meiss, 40 Bahnhofst..	Nordlloyd, Zurich.
NEW YORK	OELRICHS & CO., 5 Broadway.	Nordlloyd, New York.
CHICAGO	H. CLAUSSENIUS & CO., 95 Dearborn Street	Clausenius, Chicago.
San Francisco	ROBERT CAPELLE, 140 Montgomery St	Capelle, San Francisco.

Passengers can also be booked through the various agencies of Messrs. THOS. COOK & SON, London; Messrs. SCHENKER & Co. (Reisebureau), VIENNA and their various branches.

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NORTH GERMAN LLOYD S. S. CO.

INFORMATION FOR PASSENGERS

STATEROOMS

It is always advisable to apply early for accommodations, especially during the traveling season.

It is customary to pay a deposit of 25 per cent. of the passage money. This payment secures the berth up to three weeks prior to the sailing, at which time the full amount of passage must be paid.

The staterooms for the first-cabin passengers are spacious, airy and comfortable, painted in white enamel, with fittings in walnut. The lower berths in the majority of the outside staterooms are so arranged that they can be extended to form a double berth and accommodate two persons. The upper berth can be pushed back out of the way similar to an upper berth in a Pullman car. The sofas are wide, and large enough to be used as beds, if required; a whole family frequently find one of these rooms ample for their needs, but, to specially provide for large families or parties, a number of staterooms are arranged *en suite*.

All staterooms are furnished with toilet conveniences, and electric bells are in communication with the steward's department, thus insuring prompt service.

Plans and diagrams, showing the interior arrangements of the various steamers are constantly kept on hand, and will be sent on application.

Rooms are not sold for less than two fares.

Children under 10 years of age are taken for half rate. One person desiring a room for exclusive use will be charged two fares. Infants under one year are free. Servants are berthed in special rooms (servants' quarters) and pay servants' rates Servants booked in second cabin, at second cabin rates, *are not allowed* access to first cabin.

RETURN ACCOMMODATION

from Southampton. London, Cherbourg, Paris, Bremen, Genoa, Naples, or Gibraltar can be engaged through Oelrichs & Co., New York, either by letter or cable, the latter at passenger's expense. An allotment of rooms on steamers during the autumn return sailings, is held at the New York office.

When return accommodations are engaged in New York for passengers from the other side, the total amount of passage money must be paid before the passenger's departure from New York.

If a passenger is prevented from using the steamer engaged for, a suitable transfer can be arranged with the North German Lloyd, Bremen, on several weeks' notice.

Important Information for Passengers Relating to Baggage Abroad

The Customs Examination of all baggage belonging to passengers for **Bremen** usually takes place in the passengers' Waiting Hall of the North German Lloyd at Bremerhaven, directly after disembarking.

After the Customs examination, passengers are conveyed by special train to Bremen, where their baggage is delivered to them about one hour afterward, in the North German Lloyd's Baggage Hall (situated directly in the vicinity of the Central Railway Station), on presentation of baggage checks received at New York or on board.

If, however, the steamer should enter the Weser River in the evening, so that the Customs examination of the whole of the baggage in Bremerhaven and the forwarding of the passengers and their baggage cannot be effected with certainty on the same day, then the passengers and their **Hand**-*baggage will be at once landed at Bremerhaven and after the latter has been examined, conveyed to Bremen.*

After departure from Southampton or Plymouth passengers will be informed where the Customs examination will be held, and should the latter take place in Bremen, will be requested to take with them only **the most necessary articles** *for the night's stay, to expedite their despatch from Bremerhaven to Bremen.*

The remaining baggage will follow to Bremen during the night, where the Customs examination will take place on the following day in Shed No. 8 at the Station near the Breitenweg and near the Central Station and the principal Hotels.

The Customs Office is open from April 1st to September 30th from 7 A. M. to noon; from 2 P. M. to 7 P. M.; from October 1st to March 31st, from 8 A. M. to noon; from 2 P. M. to 7 P. M.

This arrangement affords passengers the advantage of being able to leave the steamer under any circumstances as soon as the voyage is at an end, and to catch the most convenient trains, which leave Bremen on the following morning at about ten o'clock for any destination.

A reliable Express Company (*Kamena & Co.'s Baggage Express*) undertakes the despatch of baggage in Bremen from the Lloyd Baggage Hall or Customs examination depot, near the Breitenweg, to the Central Railway Station, or to hotels and private dwellings in the town, at a charge of M. 0.50 for each piece of baggage.

Passengers desirous of continuing their journey from Bremen as speedily as possible can catch the night trains from Bremen. In this case they must hand over their non-examined baggage to the Baggage officer on board or to our Baggage officer in Bremerhaven or Bremen, to be sent on afterward in bond (see Transfer of Baggage).

On landing at **Cherbourg** passengers' **hand** baggage is at once examined by the Customs officials on the landing stage. The Customs examination of the rest of the baggage of those passengers traveling to Paris takes place on arrival of the "Lloyd Express" at the St. Lazare Station in Paris.

The Customs examination of all passengers' baggage landed at **Plymouth** takes place directly after disembarkment.

TRANSFER AND STORAGE OF BAGGAGE

1. Baggage can be sent in bond to any place in the interior having a customhouse. Passengers desiring to have their baggage forwarded in bond to its destination must apply to the Baggage officer on board or to our Baggage offices in Bremerhaven or Bremen.

2. Passengers wanting to have their baggage forwarded by freight to the interior after Customs examination in Bremerhaven or Bremen has taken place, are also advised to apply to the Baggage officer on board or to our Baggage offices in Bremerhaven or Bremen.

3. Baggage, steamer chairs, etc., can be delivered for *Storage* to the Baggage officer on board or to our Baggage offices in Bremerhaven or Bremen against their receipt.

The following charges will be made: 1. For *Transfer*, 25 cts. (M.1.) for each piece of baggage, but not more than $1.50 (6 M.) for baggage on one receipt. Railway freight, Customs fees, cartage, etc., will be charged in addition. 2. For *Storage* (including fire insurance). 25 cts. (M. 1.) for each piece of baggage for six months.

On the railways in Northern Germany only an allowance of 25 kgm. (50 lbs.) for one adult is made, while there is no allowance of free baggage on the lines in Southern Germany, Switzerland and Austria.

Very high rates are charged for excess baggage. It amounts, on an average, to double or treble that charged for Express (Eilgut) and four to six fold that of slow freight.

Baggage sent as Express (Eilgut) within Germany should reach its destination from Bremen in one or two days, according to the distance; baggage sent to Austria and Switzerland usually takes about two to four days from Bremen (inclusive of delay owing to Customs examination).

For all further information apply to the Baggage officer on board or to the Baggage office in Bremen.

Any inquiries or directions for the delivery or despatching of stored articles must be accompanied by the baggage receipt and addressed to the **North German Lloyd Baggage Department, Bremen.**

BAGGAGE ABOARD SHIP

Steamer trunks should be about 12 inches deep, and of the usual width and length, to enable them to go under the sofas in the staterooms. All baggage must be marked with name of passenger and steamer. Baggage required during the voyage should be marked "Wanted" and baggage that is not required should be labelled "Not wanted." Baggage tags and labels, printed for the purpose, will be supplied upon request at the various agencies of the company or at the Docks. Cabin passengers are allowed twenty cubic feet of baggage free of charge. Bicycles must be crated and will be carried for $2.50 each. Baggage may be sent to the North German Lloyd Piers, two days before sailing. It will be kept in the company's baggage room until the passenger's arrival. Before boarding the steamer a check for each piece of baggage should be claimed from the baggage master on the pier.

Sea trunks can be stored at the port of debarkation, but the names should be *plainly marked*. Trunks so stored are at the risk of the owner; the North German Lloyd Steamship Company assumes no responsibility for them.

NO OVERCROWDING

The number of passengers on these steamers is limited to the seating capacity of the saloon. All passengers are served at one sitting.

TOURISTS TO SWITZERLAND

The North German Lloyd S. S. Co. maintains its own *General Agency* for Switzerland, *in Zurich*, 40 Bahnhofstrasse (H. Meiss, General Agent). In connection with this office sub-agencies have been opened in the principal places of Switzerland.

Intending passengers addressing inquiries or orders to Mr. H. Meiss, or to the sub-agencies, will receive immediate attention by letter or telegraph. Berths and cabins offered and reserved by telegraph without extra charge. Baggage sent on board direct without examination at the frontier.

At these offices passengers intending to obtain accommodations on steamers of the North German Lloyd Steamship Company can engage their passage and can be furnished with all the information that they desire. The above agents are at the same time forwarding agents, and will despatch passengers' baggage direct to the port of embarkation at passengers' risk.

EGYPT AND THE ORIENT

Connections can be made at Genoa and Naples with the North German Lloyd Imperial Mail Steamers that call at these ports on their way to Egypt, India, China, Japan and Australia. The ships in this service are magnificent types of the most modern construction. The chief characteristic, after their size and solidity, is their great comfort, which pervades all their interior arrangements and furnishing. The staterooms, dining saloons, and drawing and smoking rooms are usually large and complete.

The Eastern service can be particularly recommended to tourists who desire to spend the winter months in Egypt. The steamers of this Eastern service are specially constructed for the tropics and provided with all the comforts and luxuries of the Transatlantic Express steamers.

They leave Genoa three times a month and make the run to Port Said in about four days and a half. From Port Said, Ismailia can be reached by mail in two hours, and from Ismailia the railroad conveys the traveler to Cairo comfortably and quickly.

NAPLES—SORRENTO—CAPRI—SORRENTO—NAPLES

The Societa Napoletana maintain a daily service in connection with the North German Lloyd Line at Naples to Sorrento, Capri, The Blue Grotto, Capri, Sorrentro and return to Naples. The steamers of the Societa Napoletana leave Naples at 9 A. M., arriving at Sorrento at 10.20 A. M., arriving at Capri at 11.10 A. M., arriving at the Blue Grotto at 11.20 A. M., leaving the Blue Grotto at 12 M., arriving at Capri at 12.10 P. M. These steamers return from Capri for Naples at 4 P. M., arriving at Sorrento at 4.55 P. M., and arriving at Naples (Santa Lucia), at 6 P. M.

The steamers of this company are fitted with every convenience for Cabin Passengers and are provided with an excellent dining service, ladies' saloon and a smoking room.

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NORTH GERMAN LLOYD S. S. CO.

was founded in the year of 1857, and has carried since that time more than

THREE MILLION PASSENGERS

The lines operated by the company are

BREMEN, SOUTHAMPTON, CHERBOURG, NEW YORK
NEW YORK, PLYMOUTH, CHERBOURG, BREMEN

From BREMEN,
Express Steamer leaves on Tuesday.
Twin-Screw Passenger Steamer Saturdays.

From SOUTHAMPTON,
Express Steamer leaves on Wednesday.
Twin-Screw Passenger Steamer, fortnightly, Sundays.

From CHERBOURG,
Express Steamer leaves on Wednesday.
Twin-Screw Passenger Steamer, fortnightly, Sundays.

From NEW YORK,
Express Steamer leaves on Tuesday.
Twin-Screw Passenger Steamer Thursdays.

NEW YORK, GIBRALTAR, NAPLES, GENOA (Express Service Saturday.

BREMEN AND BALTIMORE DIRECT,
Every Thursday.

BREMEN, ANTWERP, CORUNA, VIGO, HAVANA, CIENFUEGOS AND MANZANILLA.
Every fortnight.

BREMEN, GALVESTON, DIRECT,
Monthly.

BRAZIL LINE.—Bremen, Antwerp. Leixoes (Oporto), Lisbon, eventually Madeira, Bahia, Pernambuco, Rio de Janeiro, (Santos). Connections made for Paranagua, Sao Francisco, Desterro and Rio Grande do Sul. Monthly

RIVER PLATE LINE.—Bremen, Antwerp, Coruna, Vigo or Villagarcia (Funchal), Montevideo and Buenos Ayres. Every fourteen days.

CHINA AND JAPAN.—Bremen and Hamburg, Antwerp, Rotterdam (outward bound), Southampton, Gibraltar, Genoa, Naples, Port Said, Suez, Aden, Colombo, Penang, Singapore, Hong Kong, Shanghai, Nagasaki, Hiogo (Kobe) and Yokohama. Every fortnight.

Connections at Penang for Sumatra and Rangoon. At Singapore for Sumatra, Bangkok, Borneo and Manila for Batavia, Samarang, Soerabaya. For Batavia, Macassar, New Guinea, Queensland and Sydney

AUSTRALIAN LINE.—Bremen, Antwerp, Southampton, Genoa, Naples, Port Said, Suez, Aden, Colombo, Fremantle, Adelaide, Melbourne and Sydney. Monthly

Connections at Sydney for Queensland, New Guinea, Macassar, Batavia and Singapore.

CONSULT SPECIAL SAILING LIST

A PERPETUAL-MOTION MACHINE.

It was recently announced that Richard Strutt, son of Lord Rayleigh, had invented a clock that will run for 2,000 years. The invention is based on the fact that radiations from the strange new chemical, radium, have power to electrify metals with which they come in contact. Two pieces of gold-leaf joined at one end, and suspended in the presence of a small quantity of radium, gradually become electrified, and spread apart through mutual repulsion until they touch the walls of the receiving vessel, when they discharge the electricity and fall back, only to repeat the process again and again. Obviously such a mechanism would continue to operate until the material of which it is composed is worn out, or until its radium rays are exhausted. According to the rough estimates thus far attained a quantity of radium would require at least 2,000 years to exhaust its substance through radiation; hence, it being assumed that the other portions of the mechanism can be made sufficiently durable, the ceaseless rise and fall of the gold-leaf would continue with absolute regularity for at least 2,000 years. It is said that Sir William Ramsay has declared that a practical clock can be constructed with this motive power.

Such a mechanism as this, in its present stage, is obviously only a laboratory toy, but it suggests interesting possibilities. Such a clock is an engine in miniature. Supplied with its quantity of practically inexhaustible fuel, it sets to work and becomes for all practical purposes a perpetual-motion machine.—Harper's Weekly.

TRIUMPH OF MOTOR CAR IN ENGLAND.

From William Archer's "real conversation" with Henry Norman in the Pall Mall Magazine we learn that the motor car will be triumphant within ten years, that roadways will probably be made of "crushed stone with an oleaginous dressing to keep down the dust," that every man of moderate means will find it cheaper to keep a motor than to keep a horse, that the prejudice of rural magistrates will die out, and that constables will cease from telling taradiddles about illegal speed and the public danger." It is "the railway that scars and defaces the country," not the motor. What does the traveller by rail care about the landscape? It is only within the last two years that Mr. Norman, in a motor car has "realized how marvellously beautiful this country of our is."—London Chronicle.

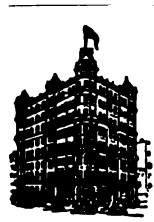
THE TIBETAN BIBLE.

The Kah-gyur, or Tibetan Bible, consists of 108 volumes of 1,000 pages each, containing 1,083 separate books. Each of the volumes weighs ten pounds, and forms a package twenty-six inches long, eight inches broad, and eight inches deep. This Bible requires a dozen yaks for its transport, and the carved wooden blocks from which it is printed need rows of houses, like a city, for its storage. A tribe of Mongols paid 7,000 oxen for a copy of this Bible. In addition to the Bible there are 225 volumes of commentaries, which are necessary for its understanding. There is also a large collection of revelations which supplement the Bible.—London Tit-Bits.

KEEPING HIM IN MIND OF IT.

He—But I thought you'd forgiven me for that and promised to forget it?

He—Yes—but I didn't promise to let you forget I'd forgiven it!



HOTEL NORMANOIE
European Plan
Fire Proof
Elmer E. Almy.
Center Business and Amusement District.
BROADWAY and 38th STREET
NEW YORK.

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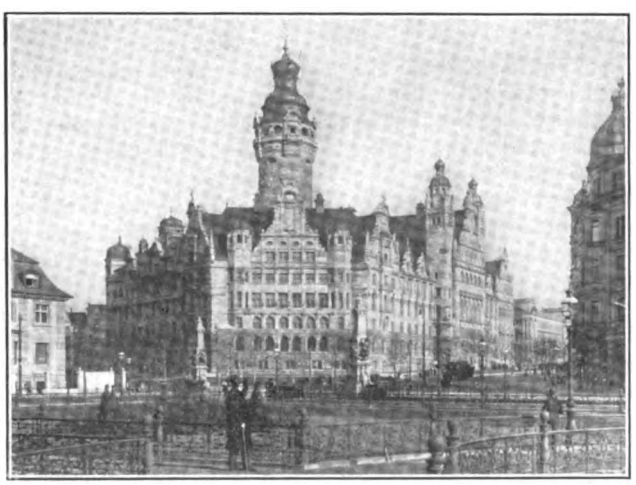
NORTH GERMAN LLOYD BULLETIN

Vol. XX. NEW YORK AND BREMEN, OCTOBER, 1905. No. 4.

LEIPZIG, GERMANY.

Commercially Important and Populous—Prominent as an Educational and Art Center.

Leipzig, the second city of the kingdom of Saxony, stands just above the junction of three small rivers, the Pleisse, the Parthe, and the Elster, which flow in various branches through or around the town, and afterwards, under the name of Elster, discharge themselves into the Saale. Though of unimposing exterior, Leipzig is one of the most prosperous and enterprising of German towns. Besides being the most important commercial city in Germany next to Hamburg and Berlin, it possesses one of the oldest and most influential universities, is the headquarters of the Supreme Courts of the empire, and forms one of the most prominent literary and musical centers in Europe. Leipzig consists of the old or inner city, surrounded by a wide and pleasant promenade laid out on the site of the old fortifications, and of the very much more extensive inner and outer suburbs. Beyond the last is a fringe of thriving villages, such as Reudnitz, Volkmarsdorf, Gohlis, Eutritzsch, Plagwitz, and Lindenau, which have gradually become absorbed by the growth of the town and were incorporated with Leipzig in 1889-91. On the northwest the town is bordered by the fine public park and woods of the Rosenthal.



The Council House (City Hall) Leipzig.

The old town, with its narrow streets and numerous houses of the 16th and 17th centuries, still preserves much of its quaint mediæval aspect. The most interesting of its buildings are the old Rathaus, a Gothic edifice built by Hieronymus Lotter in 1556, and the Fürstenhaus, with its curious projecting balconies. During the last twenty years of the 19th century an unusual number of new public buildings were erected. On the Augustus Platz are the museum; the post office, rebuilt in 1883; the university buildings (Augusteum), reconstructed in 1894-97; the Pauliner Kirche, also rebuilt in 1897-99; the monumental Mende fountain, and the new theater, an imposing Renaissance structure. The university, founded in 1409 by a secession of two thousand German students from Prague, was in 1900 attended by 3,269 students, a number exceeded by only Berlin and Munich; the number of professors was 220. The university library contains some 500,000 volumes and 5,000 MSS. The number of literary, scientific, and artistic institutions in Leipzig is unusually large for the size of the town (population in 1900 455,089). One of the most important is the Museum which contains a fine picture gallery and a collection of sculptures, drawings and engravings. As a musical center Leipzig is known all over the world for its excellent conservatorium, founded in 1843 by Mendelssohn-Bartholdy. The series of concerts given annually in the Gewandhaus (Arthur Nikisch, conductor), is also of world-wide reputation, and the operatic stage of Leipzig is deservedly ranked among the finest in Germany. To the southwest of the old town stands the Supreme Court of Justice of the German Empire, a pile which compares with the great and monumental edifice of the Reichstag in Berlin. It was built in 1888-95 from plans by Ludwig Hoffmann, and is distinguished for the symmetry and harmony of its proportions. It bears an imposing dome, 225 feet high, crowned by a bronze figure of Truth by O. Lessing. In the same quarter stands the Grassi-Museum (1893-96) for industrial art and ethnology, and south from it the Gothic Petri Kirche (1885).

Farther towards the north stands St. Thomas's Kirche (1496) where the famous composer Johann Sebastian Bach held an appointment as cantor. Bach's tomb is in the church of St. John, while that of Gellert is outside. A little farther to the east stand close together the German Booksellers'

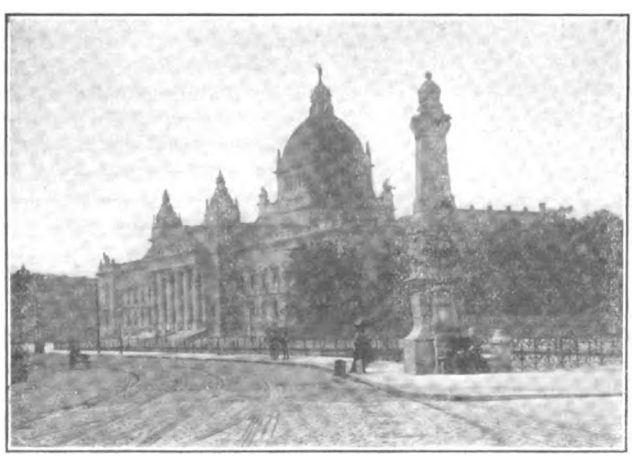
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House, a German Renaissance structure (1886-1888), and the Booktrade House (opened in 1900). The former contains a booksellers' museum, with several fine specimens of early printing. Southwest of these buildings, on the other side of the Johannistal Park, are clustered together the medical institutes and hospitals of the university. In 1897 the Pleissenburg, a citadel dating from the year 1213 was pulled down, with the exception of the tower, which is to be used in the construction of the new town hall.

In the trades of bookselling and publishing Leipzig occupies a unique position, not only taking the first place in Germany, but even surpassing London and Paris in the number and total value of its sales. The so-called "polygraphic" industries give employment to more than fifteen thousand hands. As a manufacturing town Leipzig is important rather for the variety than for the magnitude of its industries. The importance of Leipzig as commercial town is mainly derived from its three great fairs, which annually attract a concourse of over forty thousand merchants from all parts of Europe, America, and from Persia, Armenia, and other Asiatic countries. The most important fairs are held at Easter and Michaelmas, and are said to have been founded as markets about 1170. Most important is the fur trade (chiefly American and Russian furs); next in order come leather, hides, wool, cloth, linen, and glass. The annual turnover of the fur trade is estimated at three to three and one-half million pounds sterling.

HOW GERMANY GETS THE TRADE.

The reports of our foreign consuls located in German cities and in the trade centers of Africa, South America, and Asia have been filled for several years past with accounts of the means and measures devised by the German government and German business men to push the sale of German goods in every quarter of the world. Of a score of recent consular reports lying before us at this moment, all except one devote a large amount of space to describing the work that Germany is doing in the development of her trade interests abroad, frequently contrasted with our feeble and inadequate efforts along the same line.



Palace of Justice, Leipzig.



University Buildings, Leipzig.

In Germany the government is working hand in hand with individual citizens, business corporations, chambers of commerce, and boards of trade in the exploitation of German goods in other lands. The government vies with that of England in liberal subsidies to ship-builders and ship-owners. Commercial museums under government auspices have been established in many foreign trade centres for the exhibition and advertisement of German goods. Individual representatives and groups of experts are sent out by German business organizations to study trade conditions abroad and to act in conjunction with Germany's consular representatives in devising ways and means for furthering the commercial interests of the home country. The German chambers of commerce are enabled to do a more effective work in this direction than our own, since they have a semi-official character and are obliged to report to their government upon the conditions of trade, traffic, manufacture, and other economic matters affecting their districts and Germany in general.

In addition these chambers are frequently called upon by the government for opinions on the utility of opening new lines of communication and the granting of subventions; on questions concerning labor, colonization, tariffs, etc. Some of the German banks maintain export bureaus, where German manufacturers are furnished with informataion and advice as to foreign trade openings and the best methods of presenting and selling their wares. There is probably no country in the world which has as many and as able trade journals as Germany, and nowhere is the business of developing foreign trade carried on so systematically and with such energy and persistence both by the government and the people. And the results of all these combined efforts are seen in the enormous strides which Germany has made in her export trade in the past few years. The following table, giving the statistics of Germany's foreign trade for five years, speaks for itself:

1898	$954,618,000
1899	1,039,584,000
1900	1,131,214,000
1901	1,074,094,000
1902	1,191,666,000

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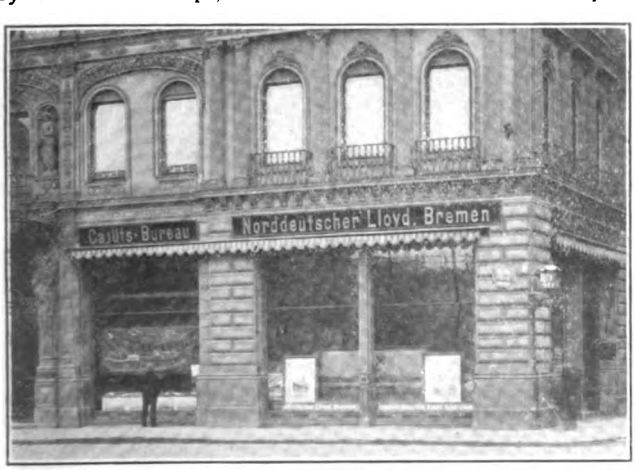
Reports just at hand show that for the first six months of 1903 the exports of German goods were largely increased, both in quantity and value, as compared with the same periods for the two previous years. The increase in value alone is estimated at over forty-four million dollars. A total increase of nearly three hundred millions in foreign trade in five years is surely a striking testimony, in itself, to the sagacity, enterprise, and resourcefulness of Germany in this field of endeavor.

The only fair deduction to be drawn from all this, so far as our own trade interests are concerned, is that if we are to compete with Germany in the foreign markets we must do as the Germans do. The fight is an open and fair one, and we have no reason to feel ugly and sore toward Germany if she continues to beat us in capturing foreign business. Her methods of action are not secret, and we can adopt most of them if we will. Our government can follow the example of Germany in the encouragement of the merchant marine and in cooperation with our manufacturers and exporters in pushing the sale of American goods.

Our new Department of Commerce and Labor has announced some excellent plans for the development of our foreign trade, and if our business men and commercial bodies will co-operate with this department and also adopt such methods of their own as experience and German example have shown to be efficacious to the same end, we may in the course of a few years be able to hold our own against Germany and secure the share that justly belongs to us of the world's trade.—Leslie's Weekly.

SUBMARINE SIGNALING.

The success that has attended the introduction of submarine signalling by means of bells underneath lightships, or along the shore, to ships far out at sea, is one of the principal topics now engaging the attention of naval experts the world over, for it is believed that the perfection of this system of communication may be the answer to that most perplexing naval problem of modern times, which is the discovery of a method by which battleships, cruisers, and other war craft may be able to detect the approach of submarine torpedo craft in ample time to locate their position and then to destroy or render them ineffective.



North German Lloyd Offices, Leipzig.



Interior North German Lloyd Offices, Leipzig.

This system of submarine signalling, which has been tested with remarkable success on the great North German Lloyd liners Kaiser Wilhelm II., Kronprinz Wilhelm, and Kaiser Wilhelm der Grosse, as well as on many coastwise liners, the lightships at Sandy Hook, Fire Island, Cape Cod, and elsewhere, is based on the fact that sound travels under water at least four times the speed that it does through the air. This fact has long been known and utilized by the savages on the African coast, who for centuries have been in the habit of signaling to one another by means of sounding instruments placed close to the edge of the water.

The system as now perfected may be described as a signaling apparatus, consisting of a submerged bell of peculiar design, which is attached to the bottom of a lightship or any other craft or structure, from which the signals are to be sent to a vessel at sea.

The apparatus through which the signals are received at the bottom of the ship and then transferred by means of wires to the officer on the bridge above, may be described as a pair of sensitive electric transmitters, placed on the inside of the ship against the outer planking below the water line, one transmitter being on the port and the other the starboard side of the vessel. In the pilot-house, or on the bridge, or wherever else above deck it may be desired, there is a telephone receiver, which is connected with the apparatus below the water line.

Alongside the receiving apparatus above deck is a switch by which the officer with the receivers at his ears is enabled to determine on the instant from which side the signals come. Then he shuts off the other side, and in less than a minute is able accurately to locate the bearing of the bell, its distance from the ship, and practically its exact position. The great accuracy of the results achieved by this system was never more admirably illustrated than on the voyage of the Kaiser Wilhelm der Grosse that terminated at New York recently.

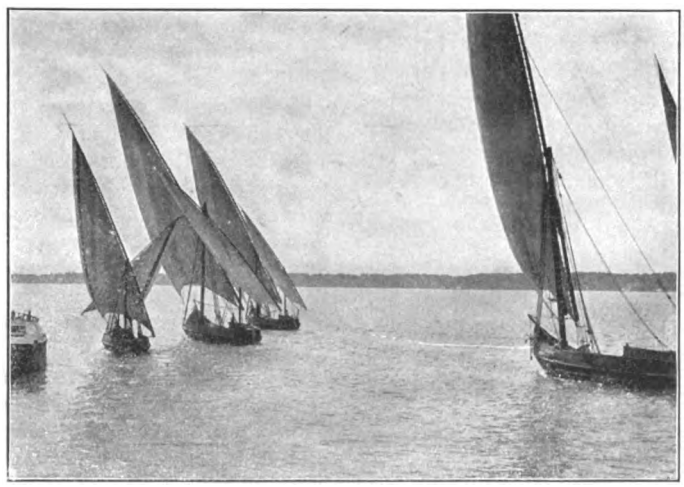
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On that voyage Capt. Cueppers said the liner picked up the bells at the mouth of the Weser as she was leaving German waters, and he declared that the signals were as clear as they could possibly be, and that a novice would have had no trouble whatever in distinguishing the numbers by which that point is known in the signal code.

Again, as the great liner neared the American mainland, the bells on Cape Cod, at Fire Island, and on Sandy Hook were just as plainly heard, and the vessel in each case was many miles at sea when the watch officer heard their tinkle.

Signal bells have minimized by at least 50 per cent. the dangers to ocean-going craft incident to fogs and stormy weather along the coasts. For instance, if the Kronprinz Wilhelm is nearing Fire Island, near which point is Long Beach, whose shores are strewn with the wrecks of vessels that have been driven ashore in treacherous weather, and a thick fog prevails, the officer on the bridge, long before he nears the point, can tell exactly his position at sea and determine within a hundred yards the distance he is from the beach.

The same is true of Cape Cod, Sandy Hook, Vineyard Sound, Nantucket Shoals, and numerous other points along the American coast, the lightships of all these stations being equipped with the submarine bells. The Canadian government is also interested in the scheme, and already plans are being perfected for the safeguarding of the Atlantic coast, as well as the St. Lawrence from its mouth to Quebec.—Marine Review.



On the Nile, Egypt.

THE NORTH GERMAN LLOYD CADET SCHOOLSHIP "HERZOGIN CECILIE," AT ANTWERP.

The Cadet Schoolship, "Herzogin Cecilie" of the North German Lloyd, is the object of much attention on the part of the public, as well as the press. All are loud in their praise of the sailing of the vessel, which made the trip via Taltal to Iquique in 78 days, and the return trip from Iquique to Antwerp in 79 days. On both trips, there were times when the vessel made as many as 14 knots an hour. The skilful manner in which the practical is combined with the theoretical studies is continually praised in the most glowing terms. It is pointed out on every side that through this method of practical and theoretical schooling at the same time, much better and more favorable results can be obtained aboard a vessel built for this sole purpose, than can be on an ordinary sailing vessel. At the present time Belgium is planning the building of a Cadet Schoolship and for that reason the "Herzogin Cecilie" attracts much attention in circles where there are competent authorities on this subject. The representative of the North German Lloyd in Antwerp, Herr von Bary, invited the Committee for the building of the Belgian Schoolship to an inspection on board the "Herzogin Cecilie." The guests were delighted with the practical arrangement of the vessel, and the order and cleanliness that prevailed everywhere aboard ship

The cadets, in their sailing manœuvres, exhibited the finish and polish that they have attained in this line, and also at the command of "man overboard," and other such drills. The one question that the guests on board asked one another was, "When will we, in Belgium, possess such an admirable and praiseworthy schoolship as is the 'Herzogin Cecilie?'"

ROUTE FOR NEW ATLANTIC CABLE.

The cable steamer "Cambria" has started from Queenstown, Ireland, en route for Cape Canso, N. S., to take soundings from 190 miles west of Waterville, Kerry, across the Atlantic, for the purpose of selecting the route for the new cable of the Commercial Cable Co. Soundings will be taken at intervals of about 20 miles, and this work will occupy about a month. Already the "Cambria" has successfully laid the Irish shore end of the cable for a distance of 190 miles seaward from Waterville and buoyed the end. Another cable steamer, the "Colonia," is to leave London with cable material and a staff of electricians direct for Cape Canso, and from there will begin laying the cable eastward over the track that the "Cambria" will have charted until she makes the connection with the buoyed end off the coast of Ireland. The "Cambria" is a new vessel, 370 feet in length and 1,016 net register, specially designed and fitted with all the latest improvements for cable laying and overhauling. She is owned by the Telegraph Construction and Maintenance Co., Ltd., London.—American Shipping.

In Switzerland and in other mountainous countries goats lead long strings of animals daily to and from the mountains, but it is in South Africa that the goat is regularly kept and employed as a leader of sheep. Should a blinding storm of rain or hail drive the sheep before it, or cause them to huddle together in a corner, so that there is a danger of their suffocating each other, the trained goat will wake them up, and, by a method of his own, induce them to follow him to a place of safety.—Exchange.

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FAME AND FORTY.

The most graphic and striking criticism of Dr. Osler's statement that man's constructive period reaches its climax and begins to decline by the age of forty years is contained in an article by Professor Edwin G. Dexter of the University of Illinois in the April Popular Science Monthly. Dr. Dexter arrives at his conclusions after a careful tabulation of the statistics derived from "Who's Who in America." "Although the table has a bearing upon the minimum age at which a certain sort of public recognition is given to achievement, in its consideration two things must be borne in mind; first, that many of those who were at the issue of the book over forty years of age performed the service which gave them prominence before they had reached that age; and, second, that there must always be something of a lag in public recognition, and in all probability many who had already performed service of importance had not yet been promoted to the ranks of 'Who's Who.' The thing which must strike one most forcibly in any inspection of the table is the comparatively few men under forty years of age. Of the 6,983 men, the medium age is fifty-four years, while but 1,118, or less than one in six, were below the age of forty years. Stated in other words, this means that out of a group of nearly 7,000 eminent men but 16 per cent. were within Dr. Osler's period of most 'effective, moving, vitalizing work.'" The table itself is as follows:



Naples and Vesuvius, Italy.

Profession	No. in Group	Medium Age of Group in Years	Percentage Below Forty Years of Age
Actor	54	48	20.3
Artist	200	44	14.5
Author	528	54	19.4
Business man	200	63	2.5
Clergyman	655	59	5.5
College Professor	1,090	47	22.0
Congressman	446	53	14.6
Editor	509	47	20.0
Educator	188	54	21.8
Engineer	284	55	9.8
Financier	215	64	5.5
Inventor	26	62	0
Lawyer	857	57	5.6
Librarian	362	50	22.6
Physician	540	56	11.
Musician	111	44	33.3
Sailor	103	59	5.0
Scientist	146	44	3.3
Soldier	205	63	6.8
Statesman	202	55	8.0
	6,983	Av. 54	Av. 16

Although these facts can not be taken as disproving Dr. Osler's contention, since, as has been said, a considerable number of the older men may have completed their important work at an early age, still it would seem to throw some serious doubts upon the truth of his generalization. "At least the figures show that in a group of arbitrarily limited extent, i. e., the size of 'Who's Who,' the young man in competition for a place is but a one to five 'shot.' But it is possible, through recourse to mathematics, to indicate approximately the age at which the service was rendered which secured admission to the book. To illustrate—of the entire number of 6,983 comprising our group, 86 were between the ages of twenty and twenty-nine years, the entire number having become famous during that decade of life. The probable mortality of that number of persons for the decade, supposing them to be good 'risks,' would be six. We may then suppose that 80 would enter the next decade. But our figures show that 922 of our entire group were between the ages of 30-39, inclusive, leaving the number 842 as representing the number of new names admitted during the decade. Of the total number for this age period (922), the mortality tables lead us to suppose that 78 will die before its completion, giving us 844 as the number passing on to the next group—that for the decade of 40-49 years. Again we get the probable number added during the decade by subtracting the number thus admitted from the previous group, from 1,620, the total number of persons of the age covered by the decade and find the total number added for services rendered during the decade to be 776. In the same way, by using the continually increasing mortality rate and applying it to the number left over from previous decade-groups, we find the number added between the years 50-59 to be 376; and the number added from 60-69 years, 51."

JOKE ON THE KING.

King Oscar of Sweden is a constant visitor to the public schools of Stockholm. Quite lately the King was inspecting a class of young girls, who were naturally much overcome by a visit from their sovereign.

"Can you tell me," he asked, "the names of the great kings of Sweden?" "Gustavius Adolphus," answered one girl; "Charles II," responded another.

"Oscar II," stammered one of the smallest, who was something of a courtier in her way. The King, much amused, went up to the child and asked her to tell him one of the great events of his reign. The child blushed, hesitated, and, finally, in tears, murmured: "I don't know any." The King smiling, stroked the child's hair, and said: "Don't cry, dear; I don't know any myself."—Exchange.

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THE NUMBER OF FAST STEAMSHIPS.

There are 68 steamers mentioned in "Lloyd's Register" as capable of 20 knots and upward. But only 18 of them are ocean-going. Fifty are vessels employed in English Channel and pleasure traffic. As regards steamers in the transatlantic passenger trade, there is little advance to be recorded, for the number of vessels of 20 knots and upward is now the same as in 1904, and compares as follows with 1899:

OCEAN-GOING STEAMERS OF 20 KNOTS AND ABOVE.

	1899	1905
Great Britain	6	7
Germany	2	5
United States	4	4
France	0	2
	12	18

Great Britain has still nothing faster than the "Lucania" and the "Campania," with their 22 knots. At least three of the Norddeutscher-Lloyd fleet can beat any of the Atlantic steamers under the British flag. The United States still relies on the vessels of the American Line to bring her into the first category as regards speed, and France on the steamers of her Transatlantic Co. Four nations, as pointed out, divide among themselves the speed honors of the Atlantic, but six boast vessels of 20 knots and upward. Belgium, for instance, has half-a-dozen, but they are all cross-Channel paddle-boats engaged in the Ostend service. Holland has three of the same type running from Flushing to Queensborough. France, also by reason of her cross-Channel mail boats, has seven all told. On the other hand, the United States has only one paddle-boat of the speed which is the subject of these remarks, and Germany's list is exhausted by the figure given in the first table. Great Britain, on the other hand, has a total of 42, as compared with 27 in 1899. Of these 42, 10 are paddle steamers, and 11 are turbine-driven.—American Shipping.



Ponte Vecchio, Florence, Italy.

Electrically driven agricultural machines are successfully used on several large estates in Pomerania, Germany.

GERMAN SHIPPING, SHIPBUILDING AND GENERAL TRADE IN CHINA.

A remarkable report on the commercial position of Germany in China is contained in a recent issue of the Straits Times, a newspaper published at Singapore, a copy of which was furnished by Consul-General Pitcairn, of Hamburg. The Times says:

"In Hankau Germany's share in the imports of last year amounted to more than $1,000,000 and in the exports to more than $3,000,000. One million dollars of German money are invested in the coal mines of Pingsaing. Seven German steamers navigate the Yangtse, of which five are plying between Shanghai and Hankau, one between Hankau and Ichang, the extreme point of navigation, and two between Hankau and Swatow. Other investments of German capital are $2,500,000 in Chinese cotton mills, $500,000 in silk and spinning mills, $1,375,000 in corn mills, $225,000 in the gas works of Shanghai, and more than $2,000,000 in the dockyards, a shipbuilding establishment, a lighter company, etc. The North German Lloyd is engaged in the coasting trade between Shanghai and Singapore with twenty-seven steamers, and every fortnight a steamer arrives directly from Bremen. In 1903 steamships to the number of 328 flying the German flag entered the port of Shanghai. In Tientsin Germany controls 60 per cent. of the import and 45 per cent. of the export trade. The number of German firms doing business at that place has, since the Boxer uprising, increased from 12 to 20, and about $4,375,000 of German capital are invested in enterprises there. Similar reports have been received from Chifu and other coast places. German trade is growing as rapidly as that of all other countries combined, and whatever other countries may undertake after the termination of the present war, German policy will be maintained.

SHIPBUILDING IN GERMANY.

In 1904 the German shipyards turned out 278 steamships of 210,991 gross registered tons and 256 sailing vessels of 49712 gross registered tons. At the beginning of 1905 they had under construction 152 steam vessels of 285,539 gross tons, of which 9 were men-of-war of a total of 69,640 tons. The production of 1904 includes 22 steamers and some sailing vessels, of about 20,000 tons in all, built for foreign account. Shipbuilding is one of the most noteworthy features in Germany's industrial progress and commercial expansion. Formerly the ships employed in German commerce, as also her war vessels, were built in Great Britain and Ireland, whereas now German shipyards turn out the largest and fastest steamships in the world.—Nautical Gazette.

THE INVENTOR OF CLOCK SPRINGS.—The City of Nüremberg, in conjunction with the Society of German Clockmakers, has erected a monument by way of commemorating Peter Henlein, who, four hundred years ago, substituted springs for weights in clocks, and thus made watches a possibility. The statue, by the Berlin sculptor Meissner, represents Henlein at work in his shop, in shirt sleeves and apron.

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FOREIGN NOTES OF INTEREST.

Lake Mora, in Switzerland, has the curious property, every tenth year, of turning red, owing to the presence of certain water plants, not found in any other lake in the world.

Professor Koch has astonished his friends at home by writing from Uhehe that he has found a delightful climate in the part of German East Africa traversed by him. The air has a splendid tonic quality; at times he felt as if he were in Norway or at a Swedish resort. He was highly pleased with the results of his trip.

During excavation work at Gräbschen, a suburb of Breslau, there have been discovered in the last few weeks nearly 500 tombs, with altogether 6,000 skulls and 200 dwelling caves. The oldest tombs date back about 2,500 years. They contained well preserved skeletons, jars, cups, and war hatchets of stone. The other tombs—urn tombs—are about 1,000 years younger, and contain urns, pots, dishes, cups and goblets, as many as twenty vessels being found in a single tomb.

There is a railway over the Egyptian desert which runs for forty-five miles in a straight line, but this is beaten by one in Australia. The railway from Nyngan to Bourke, in New South Wales, runs over a plain quite level for 126 miles in a mathematically straight line. There is hardly an embankment, not one curve, and only three very slight elevations.—Exchange.

A new Norwegian sounding apparatus for the use of ships consists of an electrical device whereby a sound wave is sent to the sea bottom, in relatively shallow water, and upon being reflected back to the vessel is received by another part of the same apparatus. An automatic record is made of the time elapsed between the departure and the return. Thus the velocity of sound in water being known, the depth is at once ascertained. The apparatus is designed to make a continuous record, and a correspondent of the Scientific American says that it may be so constructed as to give an alarm when the water shallows to a certain depth.

Experts calculate that Irish bogs are capable of turning out 50,000,000 tons of fuel per year for a thousand years, and if this were sold at the moderate figure of 5s. per ton it would bring in £12,500,000 a year. When this sum is multiplied by a thousand it will be seen that Ireland is richer in undeveloped resources than is sometimes imagined. It is claimed for the new fuel that it is practically smokeless, that it had "no clinker or cinder, deteriorates but little by keeping, does not crumble by handling, and has a high calorific."—Exchange.

Most people think white grapes make white wine and dark grapes make red wine. It is a popular error. Red wine is made by fermenting grape juice and grape skins together and white wine is made by fermenting grape juice alone. The juice of white and dark grapes does not differ in hue. In each sort of grapes the juice is almost as colorless as weak lemonade. Champagne is made of a grape so dark as to be nearly black, but the juice of that nearly black grape is quite as pale as that of the ordinary white grape.—London Tatler.

In the Uganda protectorate, described by Sir Henry Johnston, there are the largest lake, the largest swamp, and the largest forest in Africa; also the largest extinct volcano in the world and the highest African mountain, with 100 square miles of ice and snow right under the equator.

The famous tapestries of the Palace of Fontainebleau have been cut and slashed until they are almost in shreds, the sculptors and carved wood mantelpieces chipped in scores of places by a modern vandal. A well-known architect, who had been charged to make a report on the condition of the palace, states that an expenditure of £17,000 will barely cover the cost of the most urgent repairs.

The finest spices in India, specially prepared, are sent to the royal kitchen of the British court. Juices come from Calcutta, while special factories in Malta and in Ireland prepare preserved fish and sardines for the royal household.

The biggest cannon ball ever made weighed 2,600 pounds, and was manufactured at the Krupp works, Essen, for the government of the Czar. The gun from which this projectile was fired is also the largest in the world, and is placed in the fortifications of Cronstadt. This gun has a range of twelve miles, and it has been estimated that each shot costs $1,500.

NEW YORK'S NEWEST SOCIAL CENTER.

Longacre Square (or Times Square, as it is coming to be called since the New York Times erected its tower-like and ornamental building at Broadway and Forty-second Street) is the new hotel, social and theatrical center of New York city. Longacre Square is embraced between Forty-second and Forty-seventh Streets, west, and in the intersection of Broadway and Seventh Avenue. Facing it are four of New York's largest theatres, and ten more are less than a block away. Here are located some of the most fashionable restaurants in the city, and here also are to be found some of the finest hotels.

Among the latter none takes a more prominent place than the new Hotel Astor, either in respect to size, location or appointments. Situated at the broadest part of this great square directly opposite the New York and Criterion theatres, occupying the whole block on Broadway, between Forty-fourth and Forty-fifth Streets, and of enormous size, it is at once the most dignified and the roomiest of New York's great new hotels. It is a palatial hotel in every respect, and is on a par with the palace hotels of London and the Continent. Every modern improvement has been included in its equipment; electric light, call bells, local and long distance telephones, private baths, etc., automatic regulation of temperature and ventilation, service maintained at the highest standard of efficiency, and a cuisine that has already made for itself an enviable reputation. The structure is completely fireproof. The corridors, halls, reception, drawing and dining rooms are all of large size and luxurious appointments, in fact the entire hotel has been fitted up without regard to expense. There are carriage entrances on each of the three streets on which the hotel faces, and ample room for carriage stands in the great square in front of the building.

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NORTH GERMAN LLOYD BULLETIN

Published Monthly for the North German Lloyd Steamship Line

By OELRICHS & CO.,

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Address all communications to Editor NORTH GERMAN LLOYD BULLETIN, at above address.

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NOTICE TO AMATEUR PHOTOGRAPHERS:

Messrs. Oelrichs & Co., General Agents, North German Lloyd, 5 Broadway, New York, will be pleased to receive mounted or unmounted prints of any photographs taken upon the North German Lloyd ships, and will promptly acknowledge receipt of same.

SUPPLIES FOR LLOYD VESSELS.

During the year 1904 the quantity of meat consumed on board the vessels of the North German Lloyd Company amounted to 7,900,000 kilos, a quantity equal to 13,000 oxen, 14,200 hogs. 7,000 calves and 16,000 sheep. Poultry of all sorts was consumed to the extent of 525,000 kilos. The butter and milk stores about represented the output of 5,700 cows, i. e., 847,992 pounds of butter, 1,102,297 litres of fresh milk, 61,139 bottles of milk and 4,897 jars of condensed milk. The consumption of eggs amounted to 5,000,000, or the approximate output of 32,000 hens; that of potatoes amounted to 14,452,000 kilos; flour and bread, 7,000,000 kilos; wine, 271,520 bottles, including 46,694 bottles of champagne, 92,192 bottles of claret and 132,634 bottles of Rhine and Moselle wines; brandy, 27,274 bottles; Southern wines, 17,872 bottles; liqueurs, 54,495 bottles; beer, 1,820,452 litres; mineral waters, 473,743 litres. Other figures are as follows: Coffee, 330,848 pounds; tea, 29,578 pounds; chocolate and cocoa, 21,636 pounds; ice, 10,040 tons. Moreover, 1,189,994 cigars were sold on board. The total value of all these stores amounted to about 14,000,000 marks, to which must be added a total coal consumption of 1,320,000 tons value at about 21,500,000 marks.—American Shipping.

IMMIGRANTS PASS MILLION MARK.

Immigration statistics which have been completed up to the close of the fiscal year show that there has been a twenty per cent. increase of newcomers to this country as compared with the records of the two previous years.

The total number of aliens admitted during the year ending June 30 last was 1,027,421. In 1894 there were 812,800, and in the preceding year 857,046. The largest percentage of increase from any one country has been from Russia. The Russian immigration in 1903 was 136,093; in 1904 it was 145,-141, to be swelled this year to 184,894.

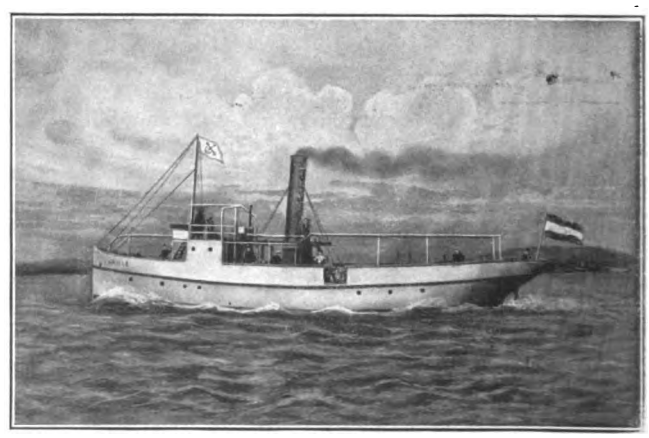
Keeping pace with the inrush has been the percentage of deportation. In 1903 there were 8,769 aliens who were refused admission, 7,994 were sent back in 1904, and at the end of this fiscal year 11,566 had been turned back, an increase of thirty-two per cent. over 1903.

The above figures were given out by Frank Sargent, Commissioner General of Immigration, on August 1st.—The Search-Light.

There is an animal hospital at Jubbulpore, near Calcutta, where there are usually about a thousand animals under treatment—horses, oxen, mules, elephants, dogs and even sheep, all comfortably housed and looked after by a staff of eighty native "nurses" under the orders of a British veterinary surgeon.

THE SPECIAL TENDER AT GIBRALTAR.

A special tender of the North German Lloyd is in service in landing passengers from their steamers at Gibraltar. Formerly passengers landing and embarking at Gibraltar were obliged to avail themselves of small steam-launches or rowboats, and the introduction of a special tender for passengers has contributed very materially to the greater comfort and safety of passengers at Gibraltar. The small tender, which bears the name of Grille, is built of wood, and with special reference to the local requirements at Gibraltar. Her length is 79 feet 8 inches; beam, 18 feet; and depth, 9 feet 10 inches. A handsomely appointed cabin furnishes ample accommodation for passengers in bad weather. Her construction is very strong. The vessel has been fitted with all conveniences. The extensive deck is provided with benches at the railing, and its whole length covered with an awning. Amidships there are two deckhouses connected by a paltform, from which passengers disembark and embark from the transatlantic steamer. As protection against the rain a pleasant saloon is provided under deck, aft. The motive power consist in a compound engine of about 150 horse power, giving a speed of about ten knots. Fare: one shilling each way.



The Special North German Lloyd Tender Grille, used for Landing Passengers at Gibraltar.

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North German Lloyd Steamship Company.

TWIN SCREW EXPRESS SERVICE

KAISER WILHELM II.

KRONPRINZ WILHELM.

KAISER WILHELM DER GROSSE.

TWIN SCREW PASSENGER SERVICE

Barbarossa. Bremen. Friedrich der Grosse. Grosser Kurfuerst Koenigin Luise. Koenig Albert. Prinzess Irene. Prinzess Alice Rhein. Main. Neckar. Seydlitz.

PROPOSED SAILINGS (Subject to Change.)

From Europe.

DEPARTURES From Bremen	DEPARTURES From Southampton	DEPARTURES From Cherbourg	Due at New York	STEAMERS.
Special Train leaves between 7 and 8 a.m	Special Train leaves London Waterloo Station 9·25 a. m.	Special Train leaves Paris St. Lazare, at 9.20 a.m.		
Sept. 19	Sept. 20	Sept. 20	Sept. 26	KAISER WILHELM DER GROSSE
Sept. 16	Sept. 17		Sept. 26	Grosser Kurfuerst
Sept. 26	Sept. 27	Sept. 27	Oct. 3	KAISER WILHELM II
Sept. 23			Oct. 5	Main
Sept. 30		Oct. 1	Oct. 10	Oldenburg
Oct. 10	Oct. 11	Oct. 11	Oct. 17	KRONPRINZ WILHELM
Oct. 7			Oct. 19	Rhein
Oct. 17	Oct. 18	Oct. 18	Oct. 24	KAISER WILHELM DER GROSSE
Oct. 14		Oct. 15	Oct. 24	Friedrich der Grosse
Oct. 24	Oct. 25	Oct. 25	Oct. 31	KAISER WILHELM II
Oct. 28			Nov. 9	Main
Nov. 7	Nov. 8	Nov. 8	Nov. 14	KRONPRINZ WILHELM
Nov. 4	Nov. 5		Nov. 14	Bremen
Nov. 11			Nov. 23	Rhein
Nov. 14	Nov. 15	Nov. 15	Nov. 21	KAISER WILHELM DER GROSSE
Nov. 18		Nov. 19	Nov. 28	Friedrich Der Grosse
Nov. 28	Nov. 29	Nov. 29	Dec. 5	KAISER WILHELM II
Nov. 25			Dec. 7	Chemnitz
Dec. 2			Dec. 14	Main
Dec, 9	Dec. 10		Dec. 19	Bremen
Dec. 12	Dec. 13	Dec. 13	Dec. 19	KAISER WILHELM DER GROSSE
Dec. 16			Dec. 28	Rhein
Dec. 23			Jan. 4	Brandenburg
Dec. 30			Jan. 11	Hannover
Jan. 9	Jan. 10	Jan. 10	Jan. 16	KAISER WILHELM II
Jan. 6			Jan. 18	Breslau
Jan. 13			Jan. 25	Main
Jan 23	Jan. 24	Jan. 24	Jan. 30	KAISER WILHELM DER GROSSE
Jan. 20			Feb. 1	Rhein
Jan. 27			Feb. 8	Cassel
Feb. 6	Feb. 7	Feb. 7	Feb. 13	KAISER WILHELM II
Feb. 3		Feb. 4	Feb. 13	Barbarossa
Feb. 10			Feb. 22	Brandenburg
Feb. 20	Feb. 21	Feb. 21	Feb. 27	KAISER WILHELM DER GROSSE
Feb. 17			Feb. 29	Breslau
Feb 24			Mar. 8	Rhein

Departures From New York.

FROM NEW YORK.	Due at Plymouth	Due at Cherbourg	Due at Bremen
	Special Train awaits arrival of Steamers from New York	Special Train awaits arrival of Steamers from New York	Special Train awaits arrival of Steamer from New York
1905			
Tues., Oct. 3.....10 A. M.	Oct. 9	Oct. 9	Oct. 10
Thur., Oct. 5.....10 A. M.	Oct. 14	Oct. 14	Oct. 15
Tues., Oct. 10..... 1 P. M.	Oct. 16	Oct. 16	Oct. 17
Thur., Oct. 12.....10 A. M.			Oct. 24
Tues., Oct. 17.....Noon	Oct. 26	Oct. 26	Oct. 27
Tues., Oct. 24.....Noon	Oct. 30	Oct. 30	Oct. 31
Thur. Oct 26.....10 A. M.			Nov. 8
Tues., Oct. 31.....10 A. M.	Nov. 6	Nov. 6	Nov. 7
Thur., Nov. 2.....10 A. M.	Nov. 11	Nov. 11	Nov. 12
Tues., Nov. 7.....Noon	Nov. 13	Nov. 13	Nov. 14
Tues., Nov. 14.....10 A. M.			Nov. 21
Tues., Nov. 21.....11 A. M.	Nov. 27	Nov. 27	Nov. 28
Tues., Nov. 23.....10 A. M.	Dec. 2	Dec. 2	Dec 3
Thur., Nov. 30.....10 A. M.			Dec. 11
Tues., Nov. 28.....10 A. M.	Dec. 4	Dec. 4	Dec. 5
Tues., Dec. 5.....10 A. M.	Dec. 14	Dec. 14	Dec. 15
Tues., Dec. 12..... 6 A. M.	Dec. 18	Dec. 18	Dec. 19
Proceeds to Baltimore			
Tues., Dec. 19.....10 A. M.			Dec. 31
Thur., Dec, 28.....10 A. M.	Jan. 6	Jan. 6	Jan. 7
1906			
Thur., Jan. 4.....10 A. M.	Jan. 10	Jan. 10	Jan. 11
Proceeds to Baltimore			
Thur., Jan. 11.....10 A. M			Jan. 23
Proceeds to Galveston			
Tues., Jan. 23..... 2 P. M.	Jan. 29	Jan. 29	Jan. 30
Thur., Jan. 25.....10 A. M.			Feb. 6
Proceeds to Baltimore			
Tues., Feb. 6.....10 A. M.	Feb. 12	Feb. 12	Feb. 13
Thur., Feb. 8.....10 A. M.			Feb. 20
Thur., Feb. 15.....10 A. M.			Feb. 27
Tues., Feb. 20..... 1 P. M.	Feb. 26	Feb. 26	Feb. 27
Enters Mediterranean Service			
Thur., Mar. 1.....10 A. M.			Mar. 13
Tues., Mar. 6.....10 A. M.	Mar. 12	Mar. 12	Mar. 13
Thur., Mar. 8.....10 A. M.			Mar. 20
Tues., Mar. 13.....10 A. M.			Mar. 25

STEAMERS **DO NOT** CALL AT PORTS WHERE DATE IS OMITTED.

NORTH GERMAN LLOYD PIERS, HOBOKEN, NEW JERSEY

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North German Lloyd Steamship Company.

PROPOSED SAILINGS (Subject to Change.)

From Mediterranean Ports

DEPARTURES From GENOA	DEPARTURES From NAPLES	DEPARTURES From Gibraltar	DUE at New York
Aug. 15	Aug. 16	Aug. 19	Aug. 28
Aug. 24	Aug. 25	Aug. 28	Sept. 6
Sept. 7	Sept. 8	Sept. 11	Sept. 20
Sept. 21	Sept. 22	Sept. 25	Oct. 4
Sept. 28	Sept. 29	Oct. 2	Oct. 11
Oct. 12	Oct. 13	Oct. 16	Oct. 25
.....	.....	.....	.....
Oct. 26	Oct. 27	Oct. 30	Nov. 8
Nov. 2	Nov. 3	Nov. 6	Nov. 15
Nov. 16	Nov. 17	Nov. 20	Nov. 29
.....	Nov. 22	.....	Dec. 5
Dec. 7	Dec. 8	Dec. 11	Dec. 20
Jan. 4	Jan. 5	Jan. 8	Jan. 17
Jan. 18	Jan. 19	Jan. 22	Jan. 31
.....	.....	.....	.....
Feb. 1	Feb. 2	Feb. 5	Feb. 14
.....	.....	.....	.....
Feb. 15	Feb. 16	Feb 19	Feb. 28
Feb. 22	Feb. 23	Feb. 26	Mar. 7
.....	Mar. 1	.....	Mar. 14
Mar. 8	Mar. 9	Mar. 12	Mar. 21
Mar. 15	Mar. 16	Mar. 19	Mar. 28

To Mediterranean Ports

FROM NEW YORK STEAMSHIPS	FROM NEW YORK DATE	DUE at Gibraltar	DUE at NAPLES	DUE at GENOA
	1905.			
.....Koenig Albert.....	Sat., Sept. 2.....11 a. m.	Sept. 11	Sept. 14	Sept. 15
.....Koenigin Luise.....	Sat., Sept. 9.....11 a. m.	Sept. 18	Sept. 21	Sept. 22
.....Prinzess Irene.....	Sat., Sept. 23.....11 a. m.	Oct. 2	Oct. 5	Oct. 6
.....Koenig Albert.....	Sat., Oct. 7.....11 a. m.	Oct. 16	Oct.* 19	Oct. 20
.....Koenigin Luise.....	Sat., Oct. 14.....11 a. m.	Oct. 23	Cct. 26	Oct. 27
.....Prinzess Irene.....	Sat., Oct. 28.....11 a. m.	Nov. 6	Nov. 9	Nov. 10
.....Neckar.....	Sat., Nov. 4.....11 a. m.	Nov. 14	Nov. 17	.....
.....Koenig Albert.....	Sat., Nov. 11.....11 a. m.	Nov. 20	Nov.* 23	Nov. 24
.....Koenigin Luise.....	Sat., Nov. 18.....11 a. m.	Nov. 27	Nov.* 30	Dec. 1
.....Prinzess Irene.....	Sat., Dec. 2.....11 a. m.	Dec. 11	Dec.* 14	Dec. 15
.....Neckar.....	Thur., Dec. 7.....11 a. m.	Dec. 17	Dec. 20	.....
	1906.			
.....Koenig Albert.....	Sat., Jan. 13.....11 a. m.	Jan. 22	Jan. 25	Jan. 26
.....Prinzess Irene.....	Sat., Jan. 20.....11 a. m.	Jan. 29	Feb. 1	Feb. 2
.....Koenigin Luise.....	Sat., Feb. 3.....11 a. m.	Feb. 12	Feb. 15	Feb. 16
.....Neckar.....	Sat., Feb. 10.....11 a. m.	.....	Feb. 23	.....
.....Koenig Albert.....	Sat., Feb. 17.....11 a. m.	Feb. 26	Mar. 1	Mar. 2
.....Barbarossa.....	Sat., Feb. 24.....11 a. m.	Mar. 5	Mar. 8	Mar. 9
.....Prinzess Irene.....	Sat., Mar. 3.....11 a. m.	Mar. 12	Mar. 15	Mar. 16
.....Koenigin Luise.....	Sat., Mar. 10.....11 a. m.	Mar. 19	Mar. 22	Mar. 23
.....Neckar.....	Sat., Mar. 17.....11 a. m.	Mar. 27	Mar. 30	.....
.....Koenig Albert.....	Sat., Mar. 24.....11 a. m.	Apr. 2	Apr. 5	Apr. 6
.....Barbarossa.....	Sat., Mar. 31.....11 a. m.	Apr. 9	Apr. 12	Apr. 13

STEAMERS **DO NOT** CALL AT PORTS WHERE DATE IS OMITTED.

NORTH GERMAN LLOYD PIERS, HOBOKEN, NEW JERSEY.

*Connecting at NAPLES with North German Lloyd Steamship **Schleswig** or **Hohenzollern** for ALEXANDRIA.

Through Tickets to Asia and Australia from New York by the North German Lloyd Mediterranean Service via Naples and the North German Lloyd Imperial Mail Steamers to the East.

FIRST CABIN ROUNDTRIP OR EXCURSION TICKETS.

On Roundtrip Tickets a ***reduction of 10 per cent.*** of the return fare only is made. Passengers not taking Roundtrip Tickets are not allowed any reduction when taking their homeward tickets. These tickets are limited to one year and may be used on any steamer of the line on which there is accommodation vacant at the rate paid for. Accommodation will be reserved in advance only when roundtrip tickets are purchased before departure from New York.

Passengers holding North German Lloyd Return Tickets (Northern or Mediterranean Service) have the option of returning by Northern or Mediterranean Services or by any of the following lines, subject to the rules and conditions of the line by which passage is taken and to the payment of difference in fare, if any:—*American Line, Atlantic Transport Line, Cie Gle. Transatlantique, Dominion Line, Hamburg-American Line, Holland-America Line, Leyland Line, Red Star Line, White Star Line.*

RETURN TICKETS are good only for accommodation at the rate specified therein. If no accommodation at the rate paid is available, and superior accommodation be desired, the difference will have to be paid by the passenger.

Mediterranean Service.

SECOND CABIN.

All Mediterranean steamers (S. S. Neckar excepted) now carry **Second Cabin** passengers TO and FROM Mediterranean Ports.

S. S. Neckar and S. S. Weimar carry only **Second Cabin** passengers FROM Mediterranean ports to New York.

Rates to or from Genoa, Naples or Gibraltar,

$55 —per adult.

Children between 1 and 12 years of age pay half fare, infants under 1 year $5.

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North German Lloyd Steamship Company.

CHINA LINE. Outward Bound. 1905.

LEAVES	S. S. Preussen Voy. 324	S. S. Roon Voy. 325	S. S. Bayern Voy. 326	S. S. Zieten. Voy. 327	S.S. Prinz'ss Alice. Voy. 328	S. S. Sachsen. Voy. 329	S. S. Prinz Reg. Luitpold Voy. 330	S. S. Prinz Heinrich Voy. 331	S. S. Prinz Eitel Fried. Voy. 332	S. S. Gneisenau Voy. 333	S. S. Roon Voy. 334	Voy. 335	Voy. 336
Bremen.....(Wed.)	July 5	.....	Aug. 2	.....	Aug. 30	.....	Sep. 27	.....	Oct. 25	.....	Nov. 22	.....	Dec. 20
Hamburg.....(Thur.)	.....	July 20	.....	Aug. 17	.....	Sep. 14	.....	Oct. 12	.....	Nov. 9	.....	Dec. 7	.....
Rotterdam.....(arr. Thur.)	July 6	.....	Aug. 3	.....	Aug. 31	.....	Sep. 28	.....	Oct. 26	.....	Nov. 23	.....	Dec. 21
Antwerp.....(Mon.)	July 10	July 24	Aug. 7	Aug. 21	Sep. 4	Sep. 18	Oct. 2	Oct. 16	Oct. 30	Nov. 13	Nov. 27	Dec. 11	Dec. 25
Southampton.....(Tues.)	July 11	July 25	Aug. 8	Aug. 22	Sep. 5	Sep. 19	Oct. 3	Oct. 17	Oct. 31	Nov. 14	Nov. 28	Dec. 12	Dec. 26
Gibraltar.....(Sat.)	July 15	July 29	Aug 12	Aug. 26	Sep. 9	Sep 23	Oct. 7	Oct. 21	Nov. 4	Nov. 18	Dec. 2	Dec. 16	Dec. 30
Genoa.....(Wed., 11 a.m.)	July 19	Aug. 2	Aug 16	Aug 30	Sep. 13	Sep. 27	Oct. 11	Oct. 25	Nov. 8	Nov. 22	Dec. 6	Dec. 20	Jan. 3
Naples.....(arr. Thur., 9 a.m.)	July 20	Aug. 3	Aug. 17	Aug. 31	Sep. 14	Sep. 28	Oct. 12	Oct. 26	Nov. 9	Nov. 23	Dec. 7	Dec. 21	Jan. 4
Naples...(lve. Thur., 12, M'd't.)	July 20	Aug. 3	Aug. 17	Aug. 31	Sep. 14	Sep. 28	Oct. 12	Oct. 26	Nov. 9	Nov. 23	Dec. 7	Dec. 21	Jan. 4
Port Said.....(arr. Mon.)	July 24	Aug. 7	Aug. 21	Sep. 4	Sep. 18	Oct. 2	Oct. 16	Oct. 30	Nov. 13	Nov. 27	Dec. 11	Dec. 25	Jan. 8
Suez.....(arr. Tues.)	July 25	Aug. 8	Aug. 22	Sep. 5	Sep. 19	Oct. 3	Oct. 17	Oct. 31	Nov. 14	Nov. 28	Dec. 12	Dec. 26	Jan. 9
Aden.....(arr. Sat.)	July 29	Aug. 12	Aug. 26	Sep. 9	Sep. 23	Oct. 7	Oct. 21	Nov. 4	Nov. 18	Dec. 2	Dec. 16	Dec. 30	Jan. 13
Colombo.....(arr.)	Aug. 5	Aug. 19	Sep. 2	Sep. 16	Sep. 30	Oct. 15	Oct. 29	Nov. 12	Nov. 26	Dec. 10	Dec. 24	Jan. 7	Jan. 21
Penang.....(arr.)	Aug. 10	Aug. 24	Sep. 7	Sep. 21	Oct. 5	Oct. 20	Nov. 3	Nov. 17	Dec. 1	Dec. 15	Dec. 29	Jan. 12	Jan. 26
Singapore.....(arr.)	Aug. 11	Aug. 25	Sep. 8	Sep. 22	Oct. 6	Oct. 21	Nov. 4	Nov. 18	Dec. 2	Dec. 16	Dec. 30	Jan. 13	Jan. 27
											1906		
Hong Kong.....(arr.)	Aug. 17	Aug. 31	Sep. 14	Sep. 28	Oct. 12	Oct. 27	Nov. 10	Nov. 24	Dec. 8	Dec. 22	Jan. 5	Jan. 19	Feb. 2
Shanghai .....(arr.)	Aug. 21	Sep. 4	Sep. 18	Oct. 2	Oct. 16	Oct. 31	Nov. 14	Nov. 28	Dec. 12	Dec. 26	Jan. 9	Jan. 23	Feb. 6
Shanghai .....(lve.)	Aug. 23	Sep. 6	Sep. 20	Oct. 4	Oct. 18	Nov. 2	Nov. 16	Nov. 30	Dec. 14	Dec. 28	Jan. 11	Jan. 25	Feb. 8
Nagasaki.....(arr.)	Aug. 24	Sep. 7	Sep. 21	Oct. 5	Oct. 19	Nov. 3	Nov. 17	Dec. 1	Dec. 15	Dec. 29	Jan. 12	Jan. 26	Feb. 9
Kobe (Hiogo).....(arr.)	Aug. 25	Sep. 8	Sep. 22	Oct. 6	Oct. 20	Nov. 5	Nov. 19	Dec. 3	Dec. 17	Dec. 31	Jan. 14	Jan. 28	Feb. 11
Yokohama.....(arr.)	Aug. 27	Sep. 10	Sep. 24	Oct. 8	Oct. 22	Nov. 7	Nov. 21	Dec. 5	Dec. 19	Jan. 2	Jan. 16	Jan. 30	Feb. 13

CHINA LINE. Homeward Bound. 1905.

LEAVES	S. S. Sachsen Voy. 319	S. S. Gneisenau Voy. 320	S. S. Scharnhorst Voy. 321	S. S. Prinz Heinrich Voy. 322	S. S. Prinz Eitel Fried. Voy. 323	S. S. Preussen Voy. 324	S. S. Roon Voy. 325	S. S. Bayern Voy. 326	S. S. Zieten Voy. 327	S. S. Prinzess Alice Voy. 328	S. S. Sachsen Voy. 329	S. S. Prinz Reg. Luitpold Voy. 330	S. S. Prinz Heinrich Voy. 331	S. S. Prinz Eitel Fried. Voy. 332
Yokohama.....	June 24	July 8	July 22	Aug. 5	Aug. 19	Sep. 2	Sep. 16	Sep. 30	Oct. 14	Oct. 28	Nov. 11	Nov. 25	Dec. 9	Dec. 23
Kobe (Hiogo).....	June 26	July 10	July 24	Aug. 7	Aug. 21	Sep. 4	Sep. 18	Oct. 2	Oct. 16	Oct. 30	Nov. 13	Nov. 27	Dec. 11	Dec. 26
Nagasaki.....	June 28	July 12	July 26	Aug. 9	Aug. 23	Sep. 6	Sep. 20	Oct. 4	Oct. 18	Nov. 1	Nov. 15	Nov. 29	Dec. 13	Dec. 27
Shanghai .....arr.	June 29	July 13	July 27	Aug. 10	Aug. 24	Sep. 7	Sep. 21	Oct. 5	Oct. 19	Nov. 2	Nov. 16	Nov. 30	Dec. 14	Dec. 28
Shanghai .....lve.	July 1	July 15	July 29	Aug. 12	Aug. 26	Sep. 9	Sep. 23	Oct. 7	Oct. 21	Nov. 4	Nov. 18	Dec. 2	Dec 16	Dec. 30
Hong Kong.....	July 6	July 20	Aug. 3	Aug. 17	Aug. 31	Sep. 13	Sep. 27	Oct. 11	Oct. 25	Nov. 8	Nov. 22	Dec. 6	Dec. 20	Jan. 3
Singapore.....	July 11	July 25	Aug. 8	Aug. 22	Sep. 5	Sep. 18	Oct. 2	Oct. 16	Oct. 30	Nov. 13	Nov. 27	Dec. 11	Dec. 25	Jan. 8
Penang.....	July 13	July 27	Aug. 10	Aug. 24	Sep. 7	Sep. 20	Oct. 4	Oct. 18	Nov. 1	Nov. 15	Nov. 29	Dec. 13	Dec. 27	Jan 10
Colombo.....	July 18	Aug. 1	Aug. 15	Aug. 29	Sep. 12	Sep. 25	Oct. 8	Oct. 22	Nov. 5	Nov. 19	Dec. 3	Dec. 17	Dec. 31	Jan. 14
Aden.....	July 26	Aug. 9	Aug. 23	Sept. 6	Sep. 20	Oct. 3	Oct. 15	Oct. 29	Nov. 12	Nov. 26	Dec. 10	Dec. 24	Jan. 7	Jan. 21
Suez.....	July 30	Aug. 13	Aug 27	Sept. 10	Sep. 24	Oct. 7	Oct. 19	Nov. 2	Nov. 16	Nov. 30	Dec. 14	Dec. 28	Jan. 11	Jan. 25
Port Said.....	July 31	Aug. 14	Aug. 28	Sept. 11	Sep. 25	Oct. 8	Oct. 21	Nov. 4	Nov. 18	Dec. 2	Dec. 16	Dec. 30	Jan. 13	Jan. 27
												1906		
Naples.....arr.	Aug. 3	Aug. 17	Aug. 31	Sept. 14	Sep. 28	Oct. 11	Oct. 24	Nov. 7	Nov. 21	Dec. 5	Dec. 19	Jan. 2	Jan. 16	Jan. 30
Naples.....lve.	Aug. 4	Aug. 18	Sept. 1	Sept. 15	Sep. 29	Oct. 12	Oct. 25	Nov. 8	Nov. 22	Dec. 6	Dec. 20	Jan. 3	Jan. 17	Jan. 31
Genoa.....	Aug. 5	Aug. 19	Sept. 2	Sept. 16	Sep. 30	Oct. 13	Oct. 26	Nov, 9	Nov. 23	Dec. 7	Dec. 21	Jan. 4	Jan. 18	Feb. 1
Gibraltar.....	Aug. 9	Aug. 23	Sept. 6	Sept. 20	Oct. 4	Oct. 17	Oct. 30	Nov. 13	Nov. 27	Dec. 11	Dec. 25	Jan. 8	Jan. 22	Feb. 5
Southampton.....	Aug. 13	Aug. 27	Sept 10	Sept. 24	Oct. 8	Oct. 21	Nov. 3	Nov. 17	Dec. 1	Dec. 15	Dec. 29	Jan. 12	Jan. 26	Feb. 9
Antwerp.....	Aug. 14	Aug. 28	Sept. 11	Sept. 25	Oct. 9	Oct. 22	Nov. 4	Nov, 18	Dec. 2	Dec. 16	Dec. 30	Jan. 13	Jan. 27	Feb. 10
Hamburg.....	Aug. 17	Aug. 31	.....	Sept. 28	.....	Oct. 25	.....	Nov. 21	.....	Dec. 19	.....	Jan. 16	.....	Feb. 13
Bremen.....	.....	.....	Sept. 14	.....	Oct. 12	.....	Nov. 7	.....	Dec. 5	.....	Jan.'06,2	.....	Jan. 30	.....

Proposed Sailings of Twin-Screw Steamship "Schleswig" and "Hohenzollern," between Marseilles, Naples, Alexandria and Return.

TIME TABLE

STEAMERS.	MARSEILLES	NAPLES		ALEXANDRIA		NAPLES		MARSEILLES
	Leave Wednesdays, 3 p. m.	Arrive Thursdays	Leave Fri., 11 a. m.	Arrive Mondays	Leave Wed., 5 p.m.	Arrive Saturdays	Leave Sun., 4 p.m.	Arrive Tuesdays
Schleswig.....	August.....23	Aug. 24	Aug. 25	Aug. 28	Aug. 30	Sept. 2	Sept. 3	Sept.....5
Schleswig.....	September.....13	Sept. 14	Sept. 15	Sept. 18	Sept. 20	Sept. 23	Sept 24	Sept..... 26
Schleswig.....	October..... 4	Oct. 5	Oct. 6	Oct. 9	Oct. 11	Oct. 14	Oct. 15	Oct.....17
Schleswig.....	October.....18	Oct. 19	Oct. 20	Oct. 23	Oct. 25	Oct. 28	Oct. 29	Oct 31
Schleswig.....	November..... 1	Nov. 2	Nov. 3	Nov. 6	Nov. 8	Nov. 11	Nov. 12	Nov 14
Schleswig.....	November.....15	Nov. 16	Nov. 17	Nov. 20	Nov. 22	Nov. 25	Nov. 26	Nov ... .28
Hohenzollern.....	November.....22	Nov. 23	Nov. 24	Nov. 27	Nov. 29	Dec. 2	Dec. 3	Dec..... 5
Schleswig.....	November.....29	Nov. 30	Dec. 1	Dec. 4	Dec. 6	Dec. 9	Dec. 10	Dec 12
Hohenzollern.....	December..... 6	Dec. 7	Dec. 8	Dec. 11	Dec. 13	Dec. 16	Dec. 17	Dec.....19

•Connections made at NAPLES with steamer arriving from New York. Train leaves ALEXANDRIA 3.35 p. m. arriving at CAIRO 7.25 p. m

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North German Lloyd Steamship Company.

AUSTRALIAN LINE. Outward Bound, 1905.

LEAVES	S. S. Barbaressa Voy. 264	S. S. Scharnhorst Voy. 265	S. S. Grosser Kurfurst Voy. 266	S. S. Rhein Voy. 267	S. S. Friedrich derGrosse Voy. 268	S. S. Bremen. Voy. 269	S. S. Scharnhorst Voy. 270	S S. Darmstadt Voy. 271	S. S. Gera Voy. 272	S. S. Weimar Voy. 273	S. S. Karlsruhe Voy. 274
Bremen.....(Wed.)	Sept. 6	Oct. 4	Nov. 1	Nov. 29	Dec. 27	Jan. 24	Feb. 21	Mar. 21	Apr. 18	May 16	June 13
Antwerp.....(Sun.)	Sept. 10	Oct. 8	Nov. 5	Dec. 3	Dec. 31	Jan. 28	Feb. 25	Mar 25	Apr. 22	May 20	June 17
Southampton ...(Mon.)	Sept. 11	Oct. 9	Nov. 6	Dec. 4	Jan. '6 1	Jan. 29	Feb. 26	Mar. 26	Apr. 23	May 21	June 18
Genoa....(Tue., 10 a. m.)	Sept. 19	Oct. 17	Nov. 14	Dec. 12	Jan. 9	Feb. 6	Mar. 6	Apr. 3	May 1	May 29	June 26
Naples..(arr. Wed. a.m.)	Sept. 20	Oct. 18	Nov. 15	Dec. 13	Jan. 10	Feb. 7	Mar. 7	Apr. 4	May 2	May 30	June 27
Naples (lve. Wed. 10 p.m.)	Sept. 20	Oct. 18	Nov. 15	Dec. 13	Jan. 10	Feb. 7	Mar. 7	Apr. 4	May 2	May 30	June 27
Port Said.....(Sun.)	Sept. 24	Oct. 22	Nov. 19	Dec. 17	Jan. 14	Feb. 11	Mar. 11	Apr. 8	May 6	June 3	July 1
Suez.....(Mon.)	Sept. 25	Oct. 23	Nov. 20	Dec. 18	Jan. 15	Feb. 12	Mar. 12	Apr. 9	May 7	June 4	July 2
Aden .....(Sat.)	Sept. 30	Oct. 28	Nov. 25	Dec. 23	Jan. 20	Feb. 17	Mar. 17	Apr. 14	May 12	June 9	July 7
Colombo.....(Sat.)	Oct. 7	Nov. 4	Dec. 2	Dec. 30	Jan. 27	Feb. 24	Mar. 24	Apr. 21	May 19	June 16	July 14
Fremantle.....(Thurs.)	Oct. 19	Nov. 16	Dec. 14	Jan. '6, 11	Feb. 8	Mar. 8	Apr. 5	May 3	May 31	June 28	July 26
Adelaide.....(Tues.)	Oct. 24	Nov. 21	Dec. 19	Jan. 16	Feb. 13	Mar. 13	Apr. 10	May 8	June 5	July 3	July 31
Melbourne.....(Fri.)	Oct. 27	Nov. 24	Dec. 22	Jan. 19	Feb. 16	Mar. 16	Apr. 13	May 11	June 9	July 7	Aug. 4
Sydney.....(Mon.)	Oct. 30	Nov. 27	Dec. 25	Jan. 22	Feb. 19	Mar. 19	Apr. 16	May 14	June 11	July 9	Aug. 6

AUSTRALIAN LINE. Homeward Bound, 1905.

LEAVES	S. S. Seydlitz Voy. 263	S. S. Karlsruhe Voy. 263	S. S. Barbarossa Voy. 264	S. S. Scharnhorst Voy. 265	S. S. Grosser Kurfurst Voy. 266	S. S. Rhein Voy. 267	S. S. Friedrich derGrosse Voy. 268	S. S. Bremen Voy. 269	S. S. Scharnhorst Voy. 270	S. S. Darmstadt Voy. 271	S. S. Gera Voy. 272	S. S. Weimar Vov. 273
Sydney..... .(Sat.)	Sept. 16	Oct. 14	Nov. 11	Dec. 9	Jan. '6 6	Feb. 3	Mar. 3	Mch. 31	Apr. 28	May 26	June 23	July 21
Melbourne.....	Sept. 18	Oct. 16	Nov. 13	Dec. 11	Jan. 8	Feb. 5	Mar. 5	Apr. 2	Apr. 30	May 28	June 25	July 23
Adelaide.....	Sept. 23	Oct 21	Nov. 18	Dec. 16	Jan. 13	Feb. 10	Mar. 10	Apr. 7	May 5	June 2	June 30	July 28
Fremantle.....	Sept. 28	Oct. 26	Nov. 23	Dec. 21	Jan. 18	Feb. 15	Mar. 15	Apr. 12	May 10	June 7	July 5	Aug. 2
Colombo.....	Oct. 10	Nov. 6	Dec. 4	Jan. '6 1	Jan. 29	Feb. 26	Mar. 26	Apr. 23	May 21	June 18	July 16	Aug. 13
Aden.....	Oct. 18	Nov. 13	Dec. 11	Jan. 8	Feb. 5	Mar. 5	Apr. 2	Apr. 30	May 28	June 25	July 23	Aug. 20
Suez.....	Oct. 23	Nov. 18	Dec. 16	Jan. 13	Feb. 10	Mar. 10	Apr. 7	May 5	June 2	June 30	July 28	Aug. 25
Port Said.....	Oct. 23	Nov. 18	Dec. 16	Jan. 13	Feb. 10	Mar. 10	Apr. 7	May 5	June 2	June 30	July 28	Aug. 25
Naples.....arr.	Oct. 27	Nov. 22	Dec. 20	Jan. 17	Feb. 14	Mar. 14	Apr. 11	May 9	June 6	July 4	Aug. 1	Aug. 29
Naples.....lve.	Oct. 28	Nov. 23	Dec. 21	Jan. 18	Feb. 15	Mar. 15	Apr. 12	May 10	June 7	July 5	Aug. 2	Aug. 30
Genoa.....	Oct. 29	Nov. 24	Dec. 22	Jan. 19	Feb. 16	Mar. 16	Apr. 13	May 11	June 8	July 6	Aug. 3	Aug. 31
Southampton.....	Nov. 6	Dec. 2	Dec. 30	Jan. 27	Feb. 24	Mar. 24	Apr. 21	May 19	June 16	July 14	Aug. 11	Sept. 8
Antwerp.....	Nov. 7	Dec. 3	Dec. 31	Jan. 28	Feb. 25	Mar. 25	Apr. 22	May 20	June 17	July 15	Aug. 12	Sept. 9
Bremen.....	Nov. 10	Dec. 6	Jan. '6, 3	Jan. 31	Feb. 28	Mar. 28	Apr. 25	May 23	June 20	July 18	Aug. 15	Sept. 12

NEW GUINEA BRANCH LINE.

BRANCH LINE. Outward Bound, 1905.

LEAVES	S. S. Prinz Waldemar Voy. 11	S. S. Prinz Sigismund Voy. 12	S. S. Willehad Voy. 13	S. S. Prinz Waldemar Voy. 14	S. S. Prinz Sigismund Voy. 15
Sydney.....lvs	Sept. 2	Sept. 30	Oct. 28	Nov. 25	Dec. 23
Herbertshöhe and Matupi eventually, Simpsonhafen ..lvs.	Sept. 12	Oct. 10	Nov. 7	Dec. 5	Jan. 2
Friedrich Wilhelms Hafen ..lvs.	Sept. 15	Oct. 13	Nov. 10	Dec. 8	Jan. 5
Hong Kong.....lvs.	Sept. 26	Oct. 24	Nov. 21	Dec. 19	Jan. 16
Kobe.....arr.	Oct. 1	Oct. 29	Nov. 26	Dec. 24	Jan. 21
Yokohama.....arr.	Oct. 3	Oct. 31	Nov. 28	Dec. 26	Jan. 23

BRANCH LINE. Homeward Bound, 1905.

LEAVES	S. S. Willehad Voy. 10	S. S. Prinz Waldemar Voy. 11	S. S. Prinz Sigismund Voy. 12	S. S. Willehad Voy. 13	S. S. Prinz Waldemar Voy. 14
Yokohama.....lvs.	Sept. 9	Oct. 7	Nov. 4	Dec. 2	Dec. 30
Kobe (eventually)....arr.	Sept. 10	Oct. 8	Nov. 5	Dec. 3	Dec. 31
Hong Kong. .....lvs.	Sept. 18	Oct. 16	Nov. 13	Dec 11	Jan. 8
Friedrich Wilhelms-Hafen.....lvs.	Sept. 29	Oct. 27	Nov. 24	Dec. 22	Jan. 19
Herbertshöhe and Matupi, eventually Simpsonhafen ..lvs.	Oct. 1	Oct. 29	Nov. 26	Dec. 24	Jan. 21
Sydney..... ....arr.	Oct. 11	Nov. 8	Dec. 6	Jan. 3	Jan. 31

Every three months a steamer will ply between Friedrich-Wilhelmshafen and Stephansort, Finschhafen (Langemackbucht) Potsdamhafen and Tamara (Seleo). Eventually Melbourne, Newcastle, N. S. W., Brisbane, Keppel Bay (Rockhampton), Townsville, Cairns, Moresby, Samarai, Woodlark, Manila and Moji may be called at.

The sailing dates will be observed as much as possible; however, in intermediate ports arrivals and departures may take place earlier or later than stated above, according to circumstances.

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North German Lloyd Steamship Company.

BREMEN TO SOUTH AMERICA

RIVER PLATE LINE.

Bremen—Montevideo and Buenos Ayres, via Antwerp, Coruña, Villagarcia, or Vigo.

STEAMERS	FROM Bremen	FROM Antwerp	FROM Coruna
(1) Norderney	Sept. 9	Sept. 13	Sept. 16
(1) Weimar	Sept. 23	Sept. 27	Sept. 30
(2) Marburg	Oct. 7	Oct. 11	.....
(1) Helgoland	Oct. 21	Oct. 25	Oct. 28
(1) Wurzburg	Nov. 4	Nov. 8	Nov. 11

(1) Carry a limited number of Second Cabin passengers, Steerage Passengers and freight.
(2) Carry freight only—no passengers.

BRAZIL LINE.

Bremen—Pernambuco, Bahia, Rio de Janeiro and Santos, via Antwerp & Leixoes, and Lisbon event, Madeira (Funchal). Oporto

STEAMERS	FROM Bremen	FROM Antwerp	FROM Leixoes, Oporto	FROM Lisbon
¶Aachen	Sept. 2	Sept. 6	Sept. 11	Sept. 12
§Heidelberg *‡	Sept. 16	Sept. 20	Sept. 25	Sept. 26
¶Halle	Sept. 30	Oct. 4	Oct. 9	Oct. 10
§Erlangen ‡	Oct. 14	Oct. 18	Oct. 23	Oct. 24
¶Bonn	Oct. 28	Nov. 1	Nov. 6	Nov. 7

Steamers carry Steerage passengers and a limited number of Second Cabin passengers, also freight.
§Via Pernambuco, Rio de Janeiro and Santos.
¶Via Bahia, Rio de Janeiro and Santos.
*Also Maceo.
‡Also Sao Francisco (South Brazil). Route: Rio, Sao Francisco, Santos.
rS. S. Wittenberg carries only Steerage passengers and freight.
Connections for freight made with steamers at Paranagua, Sao Francisco, Desterro and Rio Grande do Sul.

CUBA LINE.

Bremen, Antwerp, Coruna event. Vigo or Villagarcia to Havana, Cienfugos and Manzanillo.

STEAMERS	FROM Bremen	FROM Antwerp	FROM Coruna
* * *	Sept. 14	Sept. 18	....
Mainz	Oct. 14	Oct. 18	Oct. 21

These Steamers carry Steerage passengers, cargo and a limited number of Second Cabin passengers.

GALVESTON LINE.

Bremen—Galveston, via New York or Baltimore.

STEAMERS	FROM Bremen	STEAMERS	FROM Bremen
Frankfurt	Sept. 14	Hanover*	Oct. 26
Koln*	Oct. 5	Frankfurt*	Nov. 16

*Via Baltimore.
These steamers carry Steerage passengers, cargo and a limited number of Second Cabin passengers.

THROUGH TICKETS

Issued by

NORTH GERMAN LLOYD STEAMERS

CHINA AND JAPAN.—From Bremen and Hamburg, Antwerp, Rotterdam (outward bound), Southampton, Gibraltar, Genoa, Naples, Port Said, Suez, Aden, Colombo, Penang, Singapore, Hong Kong, Shanghai, Nagasaki, Hiogo (Kobe) and Yokohama.

Connections at Penang for Sumatra and Rangoon. At Singapore for Sumatra, Bangkok, Borneo and Manila, for Batavia, Samarang, Soerabaya. For Batavia, Macassar, New Guinea, Queensland and Sydney.

AUSTRALIAN LINE.—Between Bremen, Antwerp, Southampton, Genoa, Naples, Port Said, Suez, Aden, Colombo, Fremantle, Adelaide, Melbourne and Sydney.

Connections at Sydney for Queensland, New Guinea, Macassar, Batavia and Singapore.

FROM BREMEN AND ANTWERP by North German Lloyd to Southampton. Coruna, Vigo, Villagarcia or Madeira (Funchal), Montevideo and Buenos Ayres.

NORTH GERMAN LLOYD FLEET

Twin-Screw Express Steamships.

	Horsepower	Tons		Horsepower	Tons
Kaiser Wilhelm II	40,000	19,500	Kaiser Wilhelm d. Grosse	28,000	14.349
Kronprinz Wilhelm	35,000	14,908			

Fast Mail Steamship.

	Horsepower	Tons
Hohenzollern	7,500	6,668

Twin-Screw Passenger Steamships—Barbarossa Class.

	Horsepower	Tons		Horsepower	Tons
Grosser Kurfuerst	9,700	13,182	Koenig Albert	9,000	10,643
Barbarossa	7,000	10,915	Bremen	8,000	11,570
Koenigin Luise	7,000	10,711	Prinzess Irene	9,000	10,881
Friedrich der Grosse	7,200	10,695	Prinzess Alice	9,000	10,881

Twin-Screw Steamships.

	Horsepower	Tons		Horsepower	Tons
Rhein	5,500	10.058	Frankfurt	3,200	7,421
Neckar	6,000	9,835	Koeln	3,200	7,419
Hannover	3,200	7,305	Prinz Heinrich	5,500	6,963
Prinz Regent Luitpold	5,500	6,288	Mainz	1,500	3,204
Wittekind	2,500	5,640	Coblenz	1,500	3,169
Cassel	3,400	7,543	Breslau	3,400	7,534
Chemnitz	3,200	7,542	Brandenburg	3,200	7,533
Willehad	2,500	4,761	Schleswig	4,500	7,000
Zieten	5,000	7,000	Scharnhorst	5,000	7,000
Roon	5,000	7,000	Gneisenau	5,000	7,000
Seydlitz	5,000	7,000	Prinz Waldemar	2,100	3,300
Main	5,500	10,067	Prinz Sigismund	2,100	3,300

Imperial Mail and Regular Service Steamships.

	Horsepower	Tons		Horsepower	Tons
Preussen	3,800	5,295	Karlsruhe	4,200	5,057
Stuttgart	3,200	5,048	Bayern	3,800	5,034
Sachsen	3,800	5,026	Oldenburg	3,200	5,006
Darmstadt	3,200	5,012	Gera	3,200	5,005
Freiburg	2,700	5,965	Marburg	2,700	5,967
Weimar	3,200	4,996	Wuerzburg	2,400	5,055
Erlangen	2,600	4,963	Halle	2,200	3,966
Bonn	2,200	3,969	Crefeld	1,900	3,839
Aachen	1,900	3,333	Roland	2,000	3,608
Wittenberg	1,300	3,689	Sumatra	350	584
Heidelberg	1,800	3,372	Seeadler	950	532
Nixe	2,000	843	Helgoland	2,000	5,656
Najade	1,600	700	Borkum	2,000	5,649
Norderney	2,000	5,486	Glueckauf	1,000	736

Training Vessels—Sailing Ships.

	Tons		Tons
Herzogin Sophie Charlotte	2,581	Herzogin Cecilie	3,200

	Horsepower	Tons
Indo Chinese Coasting Service, 49 steamers	40,950	67,616
River Steamers, 44 steamers	9,685	5,016
147 Lighters	.....	32,451
Total	432,095	587,070

Direct Connections from Genoa and Naples to Egypt and the East by the North German Lloyd Imperial Mail Steamers.

Passengers are allowed to stop over at all intermediate ports and to continue voyage without extra charge on any later steamer on which there may be room available, and in such accommodation as may be vacant.

BAGGAGE.

The North German Lloyd and their representatives cannot undertake the forwarding of baggage on arrival at Gibraltar and Naples. Passengers should apply to forwarding agents in these cities.

The North German Lloyd has established a special Baggage Bureau at Genoa, (No. 11 Vico S. Antonio, near the Palazzo Reale), for the purpose of storing baggage or forwarding baggage belonging to the passengers on board of the steamers of the New York Mediterranean Service, as also of the Australian and China Service.

The attention of passengers is drawn to the fact that there is only a very small allowance made for baggage by the Continental Railroads in Europe and the charge made for excess of baggage beyond the limit is very high. The traveler in Europe will therefore do well to limit the amount of his baggage as much as possible.

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AGENTS OF THE NORTH GERMAN LLOYD S. S. CO.

Place:	Name and letter address:	Telegraphic address:
BREMEN	NORTH GERMAN LLOYD, Papenstr. 5-6.	LLOYD, BREMEN.
LONDON	KELLER, WALLIS & CO., 14 Cockspur St., Charing Cross, S.W.	NORDLLOYD, LONDON.
LONDON	KELLER, WALLIS & CO., 2 King William Street, City, E. C.	RELLEK, LONDON.
CABIN BOOKING OFFICES		
Berlin	J. V. MESSMER-SALDERN, Hotel Bristol, Unter den Linden 5-6	Nordlloyd, Berlin.
Vienna	CAPT. A. FERNICKEL, Grand Hotel, 9 Kärntner Ring.	Nordlloyd, Vienna.
Paris	NORTH GERMAN LLOYD, 2 Rue Scribe	Nordlloyd, Paris.
Aarau	Hans Gerber, Hotel Gerber-Terminus	
Aix-La-Chapelle (Aachen)	Cabin Booking office, Kurinspector E Leuchter,	Kurinspector, Aachen.
Alexandria	C. H. Schoeller, Cleopatra Lane.	Nordlloyd, Alexandria.
Algiers	Thomas Cook & Son. [drikkade.	Cook, Algiers.
Amsterdam	Wm. H. Müller & Co., 183 Prins Hen-	Nordlloyd, Amsterdam.
Antwerp	Von Bary & Co., Place de Meir 28.	Nordlloyd, Antwerpen.
Aschaffenburg	M. S. Bustelli's Nachfolger (H. G. Köh	Nordlloyd, Aschaffenburg.
Augsburg	Theodor Mühlschlegel. [ler)	
Baden-Baden	F. C. Joerger, Leopoldsplatz.	Bankhaus, Joerger.
Bad Ems	L J Kirchberger	
Bad Kissingen	Friedrich Feustel.	Feustel, Kissengen.
Bad Kissingen	A. Löwenthal, Jr.	Bankgeschäft Löwenthal.
Bad Nauheim	H. Heinrich, Schuckhardt's Pvt. Hotel Bank Agent of Kock, Lauteren & Co.	Heinrich, Bad Nauheim.
Barcelona	Guillermo Schipper, 6 Paseo de Colon.	
Barmen	Rudolf Dahl, 12 Altermarkt.	Nordlloyd, Barmen.
Basel	Conrad Schneebeli, 54 Elisabethenstr.	Schneebeli, Basel.
Bergen	J. C. R. Bruenech & Son.	
Berlin	F. Montanus, Invalidenstr, 93 N. W.	Supercargo, Berlin.
Berne	Kehrli & Oeler	
Beyrout	Weber & Co.	Weber Co., Beyrout.
Bonn a. Rh	Heinr. Brinck, Markt 29.	Brinck, Markt Bonn.
Braunschweig	Carl Camehn, Bohlweg 16.	Carl Camehn, Braunschweig.
Breslau	Capt. von Kloch, Ring 17. Becherseite.	Nordlloyd, Breslau.
Brussels	Passage Bureau des Norddeutschen Lloyd, 21-23 Boulevard Anspach.	Nordlloyd, Brussell.
Cairo	Otto Sterzing, Opernplatz	Nordlloyd, Cairo.
Carlsbad	Rudolf Mayer, Reisebureau.	Nordlloyd, Carlsbad.
Cassel (Sachs)	Aug. Pechmann, Kölnischester, 16.	Pechmann, Cassel.
Chemnitz	A. Hauptmann, Theaterstr, 27.	Nordlloyd, Chemnitz.
Christiania	Arntzen & Co., Carl Johans Gade.	
Christiansands	Oluf A. S. Bellessen.	
Cherbourg	LePont & Fils, 46 Quai de Alexandre	Nordlloyd, Cherbourg.
Coblenz	Guido Erxleben. [III.	
Cologne (Köln a. R)	W. Lippmann, Domkloster 1.	Nordlloyd, Kölnrhein.
Constance	Macaire & Cie, Bankers, Insel Hôtel.	Marcaire, Konstanz.
Copenhagen	Norddeutscher Lloyd, Nv Ostergade, 1.	Nordlloyd, Copenhagen.
Crefeld	Andre Weis, Elisabethstr. 59-61.	Nordlloyd, Crefeld.
Darmstadt	Anton Fischer, Frankiurterst, 12-14.	Anton Fischer, Darmstadt.
Davos-Platz	Emil Sartory.	Davosplatz.
Dortmund	Otto zur Hellen, Königshof 7.	Otto Zurhellen, Dortmund.
Dresden	Fr. Bremermann. Pragerstrasse 49 nachst Hauptbahnhof.	Nordlloyd, Dresden.
Drontheim	Albrecht W. Selmer.	
Duisburg	Karl Schroers, 92-98 Ruhrorterstr.	Nordlloyd, Duisberg. [dorf
Dusseldorf	Jos. Wolf, Wilhelmsplatz 11.	Wolf, Wilhelmsplatz, Dussel-
Erfurt	Paul Schneider, Gartenstrasse, 62d.	Lloydagentus, Erfurt
Frankforta. m.	Chr. Emil Derschow, Kaiserstr. 14.	Nordlloyd, Frankfurt-Main.
Freiburg Bd'n	Ed. Hebting. [nabuorni.	
Florence	French, Lemon & Co., 2-4 Via Tor-	
Florence	Passage Bureau Florence, J. C. Eb- hardt, 17 Via Tornabuorni.	Nordlloyd, Florence.
Geneva	A. Bocquin & Co., 22 Rue Montblanc.	Nordlloyd, Geneva.
GENOA	LEUPOLD BROS., 10 Piaza, San Sire	Nordlloyd, Genoa.
Gera (Reuss)	Bauer & Anders, Sorge, 14.	
GIBRALTAR	JOHN ONETTI & SONS.	Nordlloyd, Gibraltar.
Gotha	Hermann Lohberger, 31 Schwabhau- serstrasse.	Creditreform, Gotha.
Gothenburg	Flach & Wimnell, Södra Hamngatan 51	Nordlloyd, Gothenburg.
Hamburg	Wilhelm Lazarus, 4 Rolandsbrücke.	Nordlloyd, Hamburg.
	Robert M. Sloman, Jr.	
Hannover	Wilhelm Berkhan, Georgstrasse, 39.	Nordlloyd, Hannover.
Havana (Cuba)	Schwab & Tilman.	Nordlloyd, Havana.
Havre	Michell & Kimball, 26 Rue des Viviers.	Nordlloyd, Havre.
Homburg H'e	Wilh Nagel, Jr. [in Tirol	Reisebureau, Homburghoehe
Innsbruck	Landesverbandes für Fremdenverkehr	Landesverband, Innsbruck.
Interlaken	Volksbank.	

Place:	Name and letter address:	Telegraphic address:
Jena	Wilh. Sieber, Neugasse 26.	
Karlsruhe B'd	Fr. Kern, Erbprinzenstrasse 6.	Nordlloyd, Karlsruhebaden.
Kiel	John Spiering.	Nordlloyd, Kiel.
Kreuznach	C. F. Eccardt, Kloster-Kellerei.	Eccardt, Kreuznach.
Lausanne	Dubois Frères. [Plitz	Duboirnou, Lausanne.
Leipsic	E. Wellbrock, Georgiring 1, Augustus-	Nordlloyd, Leipzig.
Lille (France)	Agence Lubin, 37 Rue Faidherbe.	
Lucerne	Frey & Suchsland, Hotel Schweizer- hof.	Nordlloyd, Lucerne.
Ludwigshafen a. Rhein	Peter Rixius.	Peter Rixius, Ludwigs- hafenrhein.
Ludwigshafen a. Rhein	Wilh. Johann.	Johann, Ludwigshafenrhein.
Lugano	Banque de la Suisse Italienne.	
Madrid	Carlos de Cardona, 11 Calle Arrieta.	
Mainz	L. Lyssenhop & Co., Kaiserstrasse 38	Nordlloyd, Mainz.
Malta	A. Duncan & Co.	Duncan, Malta.
Mannheim	Ph. Jac. Eglinger, O 7, No. 22.	Eglinger sen., Mannheim.
Magdeburg	W. Vockeroh, 9 Wilhelmstr.	Vockeroh, Wilhelmstr.
Marburg a. L'n	Carl Schneider, Bahnhofstr. 10.	Lloyd, Marburg, Bez. Casse.
Marseilles	William Carr, 4 Rue Beauvau.	Nordlloyd, Marseilles.
Meran, Tyrol	S. Pötzelberger, Pfarrplatz.	Pötzelberger, Meran.
Messina	Peirce Brothers.	Peirce Brothers, Messina.
Milan	Gio-Corr. Meiss.	Nordlloyd, Milan.
Monte Carlo	Comptoir National d'Escompte, Im- meuble Smiths Bank.	Comptonia, Montecarlo.
Montreux	F. Rolli	
Munich	H. G. Köhler, Promenadenplatz 19, Hotel Bayerischer Hof.	Nordlloyd, München.
Munich	Danler & Co., Bayerstr. 27.	Danler, München.
Muenster, I.W	H. Coenen. Königstrasse 8.	Coenen, Münster.
NAPLES	ASELMEYER & CO., Corso Re Um- berto (Rettifilo) No. 6.	Nordlloyd, Naples.
Nice	Norddeutscher Lloyd, 14 Avenue Fé- lix Faure.	Nordlloyd, Nice.
Nordhausen	Carl Eine, Jr.	Eine, Jr., Nordhausen.
Nurnberg	Albert Bernhold.	Albert Bernhold, Nürnberg.
Offenburg	August Hund.	A. Hund, Offenburg (Baden.)
Oldenb'g i. Gr.	Edw. Meiners.	
Osnabruck	Wm. Nordhaus, 3 Brockmauer.	
Ostend	Agence Maritime.	Nordlloyd, Ostend.
Palermo	Angelo Tagliavia & Figl	Angelo, Palermo.
Paris	Armstrong & Co., 19 Rue Scribe.	Germanicus, Paris.
Piraeus	Roth & Co.	Roth, Piraeus.
Plymouth	Keller, Wallis & Co.	Keller, Plymouth.
Plymouth	Orlando Davis & Co., 53 Southside S.	Orlando, Plymouth.
Port Said	H. Bronn.	Nordlloyd, Portsaid.
Prag	Norddeutscher Lloyd, 8 Hybernergasse.	Nordlloyd, Prag.
Rome	North German Lloyd Passenger Bureau J E. Anniser, 395-398 Corso Umberts I	Nordlloyd, Rome.
Rome	French, Lemon & Co., 40 Piazza d	
Rotterdam	W. H. Müller & Co. [Spagnai	
Southampton	Keller, Wallis & Co., Canute Road.	Keller, Southampton.
St. Gall	Alfred Gähwiller, 30 Vadianstr.	
St. Moritz	G. E. Rocco.	
Stavanger	Fred. Wattne.	
Stockholm	Nordisk Reisebureau.	Resebureau Stockholm.
Strassburg (Els)	Ch. Staehling. L. Valentin & Co.	Staehling Valentin Strass- [burgels.
Strassburg (Els)	Eugen König, Verkehrs Bureau, 13 Küssstrasse. [str.	Verkehrsbureau Strassburgels.
Stuttgart	Passage Bureau Rominger, 35 König-	Nordlloyd, Stuttgart.
Suez	Th. Meyer.	Nordlloyd, Suez.
Thun	H. Lanz, Banhof.	Lanz, Thun.
Trieste	Kuchler & Co., Via Galileo.	Kuchler, Trieste.
Venice	Fischer & Rechsteiner, Nachfig.	Fischer, Rechsteiner, Venice.
Vevey	Edmund de la Harpe.	Nordlloyd, Vevey.
Weimar	A. Saal. (C. G. Kastner's Nachf.)	Saal, Bankgeschäft, Weimar.
Wiesbaden	J. Chr. Glücklich, Wilhelmstrasse 50.	Glucklich, Wiesbaden.
Winterthur	Otto Muggli.	
Worms	Christ. Berg.	Christ. Berg. Worms.
Wurzburg	V. A. Fischer, Domstrasse 60.	Hoflieferant, Fischer Wurzburg
Zermatt (Switz)	J. MARTI.	
Zurich	H. Meiss. 40 Bahnhofstr.	Nordlloyd, Zurich.
NEW YORK	OELRICHS & CO., 5 Broadway.	Nordlloyd, New York.
CHICAGO	H. CLAUSSENIUS & CO., 95 Dearborn Street	Clausenius, Chicago.
San Francisco	ROBERT CAPELLE, 140 Mont- gomery St.	Capelle, San Francisco.

Passengers can also be booked through the various agencies of Messrs. THOS. COOK & SON, London; Messrs. SCHENKER & Co. (Reisebureau), VIENNA and their various branches.

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NORTH GERMAN LLOYD S. S. CO.

INFORMATION FOR PASSENGERS

STATEROOMS

It is always advisable to apply early for accommodations, especially during the travelling season.

It is customary to pay a deposit of 25 per cent. of the passage money. This payment secures the berth up to three weeks prior to the sailing, at which time the full amount of passage must be paid.

The staterooms for the first-cabin passengers are spacious, airy and comfortable, painted in white enamel, with fittings in walnut. The lower berths in the majority of the outside staterooms are so arranged that they can be extended to form a double berth and accommodate two persons. The upper berth can be pushed back out of the way similar to an upper berth in a Pullman car. The sofas are wide, and large enough to be used as beds, if required; a whole family frequently find one of these rooms ample for their needs, but, to specially provide for large families or parties, a number of staterooms are arranged *en suite*.

All staterooms are furnished with toilet conveniences, and electric bells are in communication with the steward's department, thus insuring prompt service.

Plans and diagrams, showing the interior arrangements of the various steamers are constantly kept on hand, and will be sent on application.

Rooms are not sold for less than two fares.

Children under 10 years of age are taken for half rate. One person desiring a room for exclusive use will be charged two fares. Infants under one year are free. Servants are berthed in special rooms (servants' quarters) and pay servants' rates Servants booked in second cabin, at second cabin rates, *are not allowed* access to first cabin.

RETURN ACCOMMODATION

From Southampton, London, Cherbourg, Paris, Bremen, Genoa, Naples, or Gibraltar can be engaged through Oelrichs & Co., New York, either by letter or cable, the latter at passenger's expense. An allotment of rooms on steamers during the autumn return sailings, is held at the New York office.

When return accommodations are engaged in New York for passengers from the other side, the total amount of passage money must be paid before the passenger's departure from New York.

If a passenger is prevented from using the steamer engaged for, a suitable transfer can be arranged with the North German Lloyd, Bremen, on several weeks' notice.

Important Information for Passengers Relating to Baggage Abroad

The Customs Examination of all baggage belonging to passengers for **Bremen** usually takes place in the passengers' Waiting Hall of the North German Lloyd at Bremerhaven, directly after disembarking.

After the Customs examination, passengers are conveyed by special train to Bremen, where their baggage is delivered to them about one hour afterward, in the North German Lloyd's Baggage Hall (situated directly in the vicinity of the Central Railway Station), on presentation of baggage checks received at New York or on board.

If, however, the steamer should enter the Weser River in the evening, so that the Customs examination of the whole of the baggage in Bremerhaven and the forwarding of the passengers and their baggage cannot be effected with certainty on the same day, then the passengers and their **Hand**-*baggage will be at once landed at Bremerhaven and after the latter has been examined, conveyed to Bremen.*

After departure from Southampton or Plymouth passengers will be informed where the Customs examination will be held, and should the latter take place in Bremen, will be requested to take with them only **the most necessary articles** *for the night's stay, to expedite their despatch from Bremerhaven to Bremen.*

The remaining baggage will follow to Bremen during the night, where the Customs examination will take place on the following day in Shed No. 8 at the Station near the Breitenweg and near the Central Station and the principal Hotels.

The Customs Office is open from April 1st to September 30th from 7 A. M. to noon; from 2 P. M. to 7 P. M.; from October 1st to March 31st, from 8 A. M. to noon; from 2 P. M. to 7 P. M.

This arrangement affords passengers the advantage of being able to leave the steamer under any circumstances as soon as the voyage is at an end, and to catch the most convenient trains, which leave Bremen on the following morning at about ten o'clock for any destination.

A reliable Express Company (*Kamena & Co.'s Baggage Express*) undertakes the despatch of baggage in Bremen from the Lloyd Baggage Hall or Customs examination depot, near the Breitenweg, to the Central Railway Station, or to hotels and private dwellings in the town, at a charge of M. 0.50 for each piece of baggage.

Passengers desirous of continuing their journey from Bremen as speedily as possible can catch the night trains from Bremen. In this case they must hand over their non-examined baggage to the Baggage officer on board or to our Baggage officer in Bremerhaven or Bremen, to be sent on afterward in bond (see Transfer of Baggage).

On landing at **Cherbourg** passengers' **hand** baggage is at once examined by the Customs officials on the landing stage. The Customs examination of the rest of the baggage of those passengers traveling to Paris takes place on arrival of the "Lloyd Express" at the St. Lazare Station in Paris.

The Customs examination of all passengers' baggage landed at **Plymouth** takes place directly after disembarkment.

TRANSFER AND STORAGE OF BAGGAGE

1. Baggage can be sent in bond to any place in the interior having a customhouse. Passengers desiring to have their baggage forwarded in bond to its destination must apply to the Baggage officer on board or to our Baggage offices in Bremerhaven or Bremen.

2. Passengers wanting to have their baggage forwarded by freight to the interior after Customs examination in Bremerhaven or Bremen has taken place, are also advised to apply to the Baggage officer on board or to our Baggage offices in Bremerhaven or Bremen.

3. Baggage, steamer chairs, etc., can be delivered for *Storage* to the Baggage officer on board or to our Baggage offices in Bremerhaven or Bremen against their receipt.

The following charges will be made: 1. For *Transfer*, 25 cts. (M.1.) for each piece of baggage, but not more than $1.50 (6 M.) for baggage on one receipt. Railway freight, Customs fees, cartage, etc., will be charged in addition. 2. For *Storage* (including fire insurance), 25 cts. (M. 1.) for each piece of baggage for six months.

On the railways in Northern Germany only an allowance of 25 kgm. (50 lbs.) for one adult is made, while there is no allowance of free baggage on the lines in Southern Germany, Switzerland and Austria.

Very high rates are charged for excess baggage. It amounts, on an average, to double or treble that charged for Express (Eilgut) and four to six fold that of slow freight.

Baggage sent as Express (Eilgut) within Germany should reach its destination from Bremen in one or two days, according to the distance; baggage sent to Austria and Switzerland usually takes about two to four days from Bremen (inclusive of delay owing to Customs examination).

For all further information apply to the Baggage officer on board or to the Baggage office in Bremen.

Any inquiries or directions for the delivery or despatching of stored articles must be accompanied by the baggage receipt and addressed to the **North German Lloyd Baggage Department, Bremen.**

BAGGAGE ABOARD SHIP

Steamer trunks should be about 12 inches deep, and of the usual width and length, to enable them to go under the sofas in the staterooms. All baggage must be marked with name of passenger and steamer. Baggage required during the voyage should be marked "Wanted" and baggage that is not required should be labelled "Not wanted." Baggage tags and labels, printed for the purpose, will be supplied upon request at the various agencies of the company or at the Docks. Cabin passengers are allowed twenty cubic feet of baggage free of charge. Bicycles must be crated and will be carried for $2.50 each. Baggage may be sent to the North German Lloyd Piers, two days before sailing. It will be kept in the company's baggage room until the passenger's arrival. Before boarding the steamer a check for each piece of baggage should be claimed from the baggage master on the pier.

Sea trunks can be stored at the port of debarkation, but the names should be *plainly marked*. Trunks so stored are at the risk of the owner; the North German Lloyd Steamship Company assumes no responsibility for them.

NO OVERCROWDING

The number of passengers on these steamers is limited to the seating capacity of the saloon. All passengers are served at one sitting.

TOURISTS TO SWITZERLAND

The North German Lloyd S. S. Co. maintains its own *General Agency* for Switzerland, *in Zurich*, 40 Bahnhofstrasse (H. Meiss, General Agent). In connection with this office sub-agencies have been opened in the principal places of Switzerland.

Intending passengers addressing inquiries or orders to Mr. H. Meiss, or to the sub-agencies, will receive immediate attention by letter or telegraph. Berths and cabins offered and reserved by telegraph without extra charge. Baggage sent on board direct without examination at the frontier.

At these offices passengers intending to obtain accommodations on steamers of the North German Lloyd Steamship Company can engage their passage and can be furnished with all the information that they desire. The above agents are at the same time forwarding agents, and will despatch passengers' baggage direct to the port of embarkation at passengers' risk.

EGYPT AND THE ORIENT

Connections can be made at Genoa and Naples with the North German Lloyd Imperial Mail Steamers that call at these ports on their way to Egypt, India, China, Japan and Australia. The ships in this service are magnificent types of the most modern construction. The chief characteristic, after their size and solidity, is their great comfort, which pervades all their interior arrangements and furnishing. The staterooms, dining saloons, and drawing and smoking rooms are usually large and complete.

The Eastern service can be particularly recommended to tourists who desire to spend the winter months in Egypt. The steamers of this Eastern service are specially constructed for the tropics and provided with all the comforts and luxuries of the Transatlantic Express steamers.

They leave Genoa three times a month and make the run to Port Said in about four days and a half. From Port Said, Ismailia can be reached by mail in two hours, and from Ismailia the railroad conveys the traveler to Cairo comfortably and quickly.

NAPLES—SORRENTO—CAPRI—SORRENTO—NAPLES

The Societa Napoletana maintain a daily service in connection with the North German Lloyd Line at Naples to Sorrento, Capri, The Blue Grotto, Capri, Sorrentro and return to Naples. The steamers of the Societa Napoletana leave Naples at 9 A. M., arriving at Sorrento at 10.20 A. M., arriving at Capri at 11.10 A. M., arriving at the Blue Grotto at 11.20 A. M., leaving the Blue Grotto at 12 M., arriving at Capri at 12.10 P. M. These steamers return from Capri for Naples at 4 P. M., arriving at Sorrento at 4.55 P. M., and arriving at Naples (Santa Lucia), at 6 P. M.

The steamers of this company are fitted with every convenience for Cabin Passengers and are provided with an excellent dining service, ladies' saloon and a smoking room.

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was founded in the year of 1857, and has carried since that time more than

THREE MILLION PASSENGERS

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NEW YORK, PLYMOUTH, CHERBOURG, BREMEN

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Express Steamer leaves on Tuesday.
Twin-Screw Passenger Steamer Saturdays.

From SOUTHAMPTON,
Express Steamer leaves on Wednesday.
Twin-Screw Passenger Steamer, fortnightly, Sundays.

From CHERBOURG,
Express Steamer leaves on Wednesday.
Twin-Screw Passenger Steamer, fortnightly, Sundays.

From NEW YORK,
Express Steamer leaves on Tuesday.
Twin-Screw Passenger Steamer Thursdays.

NEW YORK, GIBRALTAR, NAPLES, GENOA (Express Service) Saturday.

BREMEN AND BALTIMORE DIRECT, Every Thursday.

BREMEN, ANTWERP, CORUNA, VIGO, HAVANA, CIENFUEGOS AND MANZANILLA. Every fortnight.

BREMEN, GALVESTON, DIRECT, Monthly.

BRAZIL LINE.—Bremen, Antwerp, Leixoes (Oporto), Lisbon, eventually Madeira, Bahia, Pernambuco, Rio de Janeiro, (Santos). Connections made for Paranagua, Sao Francisco, Desterro and Rio Grande do Sul. Monthly

RIVER PLATE LINE.—Bremen, Antwerp, Coruna, Vigo or Villagarcia (Funchal), Montevideo and Buenos Ayres. Every fourteen days.

CHINA AND JAPAN.—Bremen and Hamburg, Antwerp, Rotterdam (outward bound), Southampton, Gibraltar, Genoa, Naples, Port Said, Suez, Aden, Colombo, Penang, Singapore, Hong Kong, Shanghai, Nagasaki, Hiogo (Kobe) and Yokohama. Every fortnight.

Connections at Penang for Sumatra and Rangoon. At Singapore for Sumatra, Bangkok, Borneo and Manila for Batavia, Samarang, Soerabaya. For Batavia, Macassar, New Guinea, Queensland and Sydney

AUSTRALIAN LINE.—Bremen, Antwerp, Southampton, Genoa, Naples, Port Said, Suez, Aden, Colombo, Fremantle, Adelaide, Melbourne and Sydney. Monthly.

Connections at Sydney for Queensland, New Guinea, Macassar, Batavia and Singapore.

CONSULT SPECIAL SAILING LIST

HOW SHE WOULD GET TO PARIS.

Charlemagne Tower, the American Ambassador to Germany, spoke of the Americans' love of Paris at a dinner that he gave in Philadelphia.

A young American girl lived in a bleak Western city. There were in those days no institutes for the treatment of rabies or threatened rabies, save in France. The young girl's life was monotonous, and one day she burst into a neighbor's house, almost beside herself with joyous excitement.

Her dark eyes flashed. Her cheeks had a delicate rose flush. Panting a little, she cried in a tremulous voice:

"Thank goodness, we are going to Paris at last! Dad has been bitten by a mad dog."—New York Tribune.

THE CORRECT SHADE.

The elder Dumas once was wearing the ribbon of a certain order, having recently been made a commandant, and an envious friend remarked upon it. "My dear fellow, he said, "that cordon is a wretched color! One would think it was your woolen vest that was showing!" "Oh, no, my dear D'e——" replied Dumas, with a smile, "you're mistaken. It's not a bad color; it is exactly the shade of the grapes that the fox couldn't reach."

IT PUZZLED HER.

Amelia (looking at the Laocoon group)—"Ah, yes, firemen, I see. But how did they become so intricately entangled in the hose?"—Boston Transcript.

MISSED THE SHOW.

"Did you visit Paris on your trip abroad?"

"Almost."

"Almost? What do you mean by that?"

"Well, you see, I had my wife with me."—Life.

TWENTY DOLLORS AN INCH.

Figures in the mass convey but little actual impression to the mind. The statement that the recently completed Simplon tunnel, under the Alps, cost more than fifteen and a half millions of dollars means that each inch of the tunnel represents an outlay of about $20. Some of the new underground roads in London cost even more, the tunnelling representing an outlay of $25 for each inch of progress.

DISCOVERY OF LAKE DWELLINGS IN SCOTLAND.

Workmen cutting drains on the island of Coll in Scotland, about a mile south of Coll Castle, the residence of Colonel Stuart of Coll, recently came upon a lake dwelling, or fort, the remains of which are still easily distinguishable. The loch has been dry for about forty years. They found three bronze swords in a good state of preservation as far as the bronze parts are concerned. The handles, which appear to have been of bone or hard wood, have decayed altogether, and two of the blades were broken by the implements of the workmen. The swords are two-edged and sharp, except where there are a few notches. There are nine or ten dwellings on the island.—The Search-Light.

TWO THOUSAND PHOTOGRAPHS A SECOND.

An Italian inventor, Luciano Butti, is credited with having produced a photographic apparatus with a film so sensitive that it will record 2,000 separate impressions per second. This should possess much value for scientific purposes, since even the motions of an insect's wings might be made apparent by a series of biographic pictures taken with such extreme rapidity. At present, however, the new film is so costly that the expense of using it, reckoning by the time of exposure, is $10 per second.—The Search-Light.

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THE FASCINATION OF LIFE IN NIKKO.

Nikko, in part for its patriotic and religious associations, and in part for natural beauty, has become the chief summer resort of the island, a sort of Japanese Newport. Each June the Tokio legations move bodily to Nikko. The mountain sides are covered with the palatial cottages of the nobility. In July and August arrive large companies of white-robed pilgrims to worship at the shrines; between the devotees and tourists the attendants drive a rushing trade in relics of every sort, priestly fans, little carved tea pots, images and banners, all certified to have come from the sacred treasures within. All the village streets are lined with curio shops, alternating with photographic booths and marts for the famous Nikko candy, put up in dainty Japanese boxes. The mystic silence of the shrines, against the dark blue hills and the gleaming waterfalls, forms a fanciful contrast to the bustling life of the summer village, and is no small part of the fascination of the place.—The Search-Light.

Berlin has passed the two million mark in the population of the city proper. On November 27, 1904, according to the police, the register contained the names of 1,098,436 persons, and during the fortnight following, allowing for the ordinary rate of increase, the population had risen to about 2,001,500. The adjoining suburbs have a population of nearly 750,000 persons.—Scientific American.

HOW BANTING ADVERTISED HIS CURE.

An amusing story is told by the writer of "Some Recollections of Royalty," of an interview between the late Duchess of Teck, who, as many readers are doubtless aware, was somewhat inclined towards stoutness, and Mr. William Banting, who made himself famous some thirty years ago by recommending a course of diet for the reduction of corpulency, named from him, "Banting."

The Duchess, who naturally expected to see a thin man, was surprised at Mr. Banting's ample proportions.

"Your system does not appear to have made you very thin, Mr. Banting," she suggested, with a smile.

"If you will allow me, madam, I will undeceive you," Mr. Banting said. Taking off his overcoat he revealed a wire framework, within which were seen the slender proportions of the real Banting.

"This madam, is what I am, as the result of my system. This (putting on his great overcoat) is what I was."—The Search-Light.

Filomento Rossi, a St. Louis (Mo.) antiquarian, has made a careful study of the origin of the American Indians, and has gathered the results of important researches into a book with an array of facts which seem to substantiate his theory that the American aborigines sprang from the Etruscans and Phœnicians.

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An ideal food-drink in health, and sustaining and recuperative in seasickness. A convenient lunch for travellers and invalids, as a delicious, nourishing and strengthening drink is ready in a moment by dissolving the powder in water. Aids digestion and is retained by the weakest stomach. It is pure, rich milk and the extract of malted grains. Obtainable on board steamers of the North German Lloyd Line.

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MANX TAXES.

In the matter of taxation the Isle of Man is unique. There is no income tax and no succession duties chargeable against the estates of deceased persons; roads are manipulated by the revenue from two sources—a small tax upon every wheel and shod hoof, and a levy upon every male inhabitant, who must give a day's work on the road or its equivalent in cash. There are no stamp duties on receipts, checks, promissory notes, etc.; in fact, stamps are used only for postage. The island has no pawnshops.—Exchange.

Unspeakable and Unwashable.

"George said he went to a Turkish bath last night, and that's what kept him out late," remarked Mrs. Newliwed.

"I don't believe there is such a thing as a Turkish bath," replied her mother.

"You don't? Why?"

"Because I saw a Turk once"—Catholic Standard.

It dosen't pay to snub a man who owes you money.

THE CHIEF POINTS ABOUT
TRISCUIT

are that it is tasty to the last bite, and pure whole wheat to the last shred.

When toasting and buttering make it as delicious as a hot biscuit, why not do less baking?

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NORTH GERMAN LLOYD BULLETIN

Vol. XX. NEW YORK AND BREMEN, NOVEMBER, 1905. No. 5.

GERMANY AND SPEED OF TRANS-ATLANTIC STEAMERS.

The decision of the North German Lloyd to construct another express steamer for the Atlantic service—an exact duplicate of the Kaiser Wilhelm II.—is significant from every point of view. In the first place, it indicates that this line, with its enormous experience of trans-Atlantic work, is not prepared to carry Atlantic speeds to the same point as the Cunard Line, the new vessel, like the Kaiser Wilhelm II., being designed for a speed of 23½ knots; and in the second place, they have obviously, after considering the question, decided not to adopt turbines. The Vulcan Co., of Stettin, which stands alone among the German concerns in its success with high-speed Atlantic ships, having built the four fastest vessels carrying the Kaiser's flag, must have shared in the deliberations terminating with this decision. The concern has not been without experience whereon to base its decision, as for some time it has had in the Baltic two cruisers of 3,000 tons displacement, one fitted with Parsons' turbines and the other with ordinary reciprocating engines; and although the turbine cruiser has not yet completed her official trials, the comparative data obtained from the preliminary tests must have influenced the Vulcan company in giving an opinion on the subject.



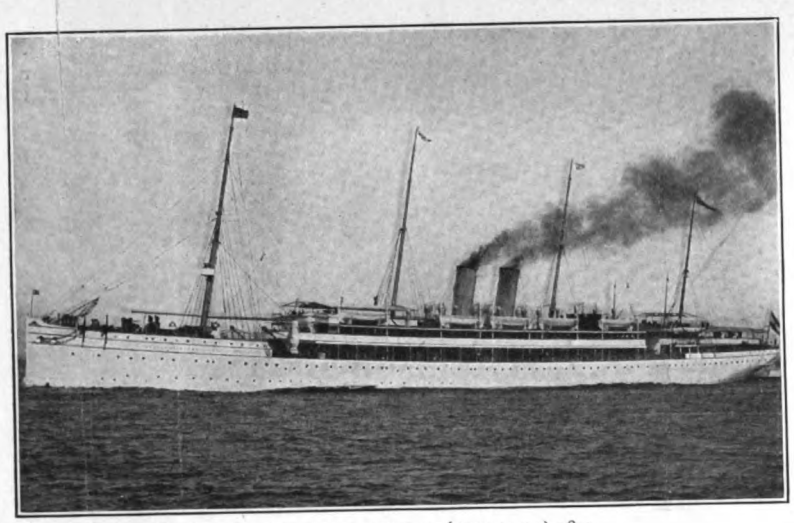
The Russian Peace Commissioner, Count Witte, and Suite, on Board the North German Lloyd S. S. Kaiser Wilhelm II.

Nor can it be said that the company is lacking in courage in reference to departures in marine construction. The new ship, as a consequence, will be smaller than the new Cunard liners, having a length of 706 feet, 6 inches, a displacement of 26,000 tons when drawing 29 feet of water, and four sets of four-cylinder quadruple expansion engines, working on six cranks, and developing over 40,000 indicated horse-power; this compares with about 65,000 indicated horse-power in the case of the new Cunarders. Some explanation for the decision to limit the speed of 23½ to 24 knots may be found in the fact that the Kaiser Wilhelm II. has proved such a popular ship, and her speed has greatly simplified the time-table arrangements.

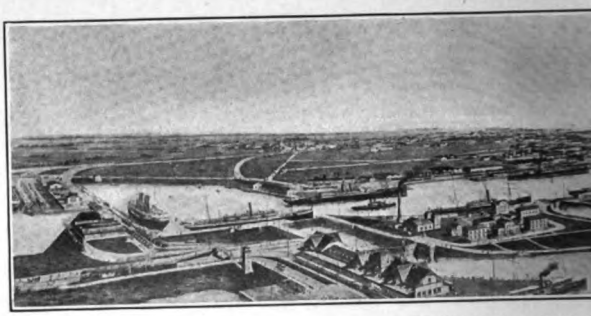
At this speed the passage from the North German port to Southampton occupies just the correct time to enable the ship to leave Bremerhaven at a convenient hour in the forenoon, to arrive at Southampton to take the London passengers who leave after breakfast, and to reach Cherbourg also in time to take the passengers who leave Paris in the forenoon. The departure from Cherbourg in the early evening enables the ship to get to New York before sunset on the sixth day. So that, apart altogether from a slightly higher speed incommoding the arrangements on this side, it is doubtful if it would materially advance matters on the other side. A similar

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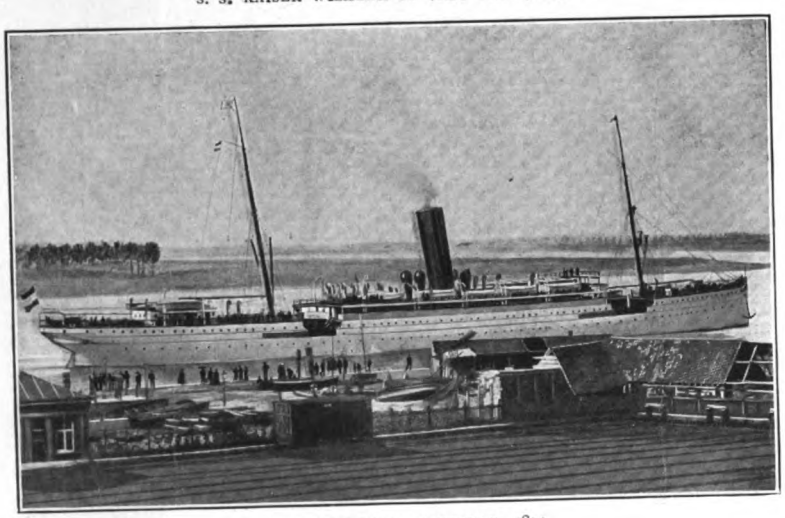
TYPES OF NORTH GERMAN LLOYD TRA



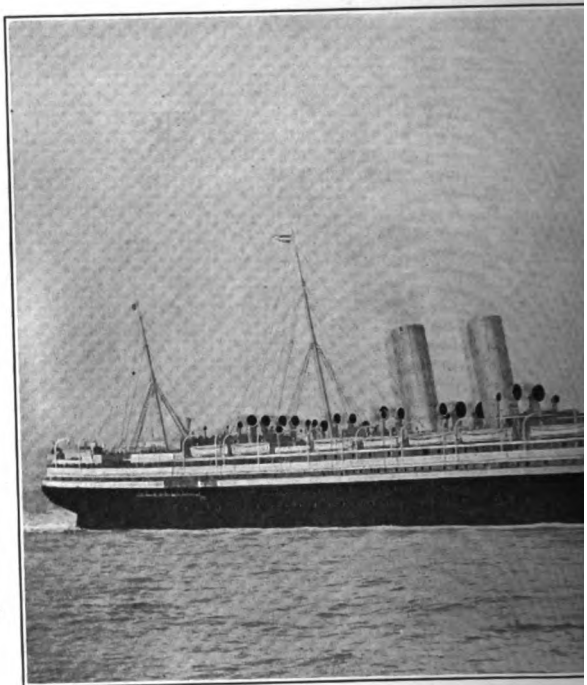
S. S. KAISER WILHELM II. (THE FIRST) 1892



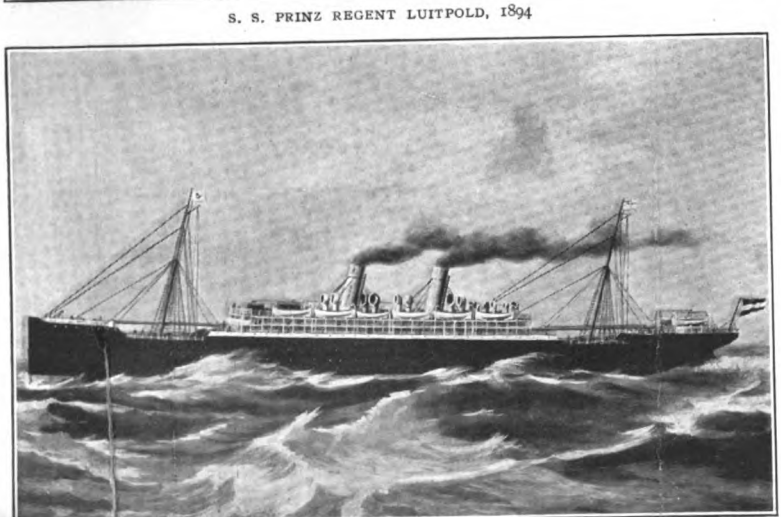
NORTH GERMAN LLOYD



S. S. PRINZ REGENT LUITPOLD, 1894



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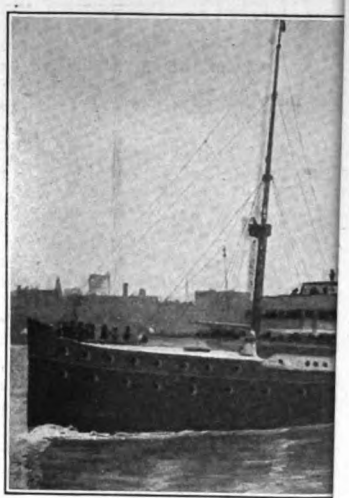


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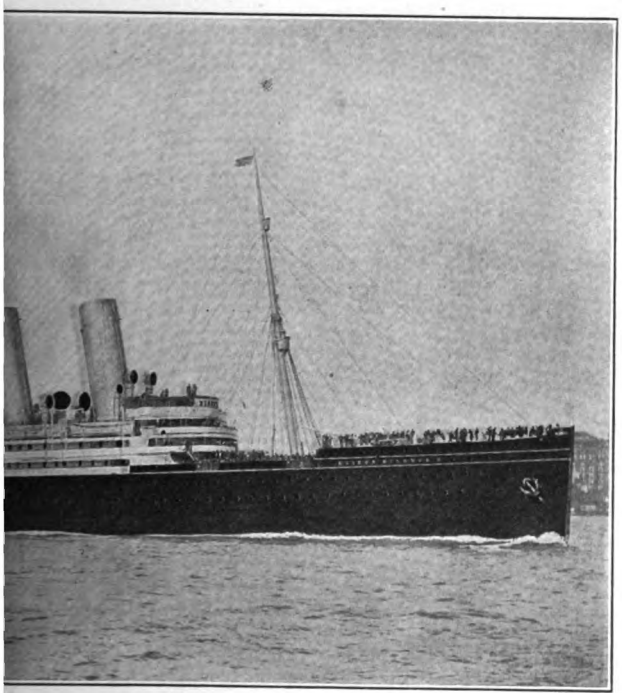
ATLANTIC STEAMSHIPS, (From 1892 to 1903.)



AT BREMERHAVEN, GERMANY



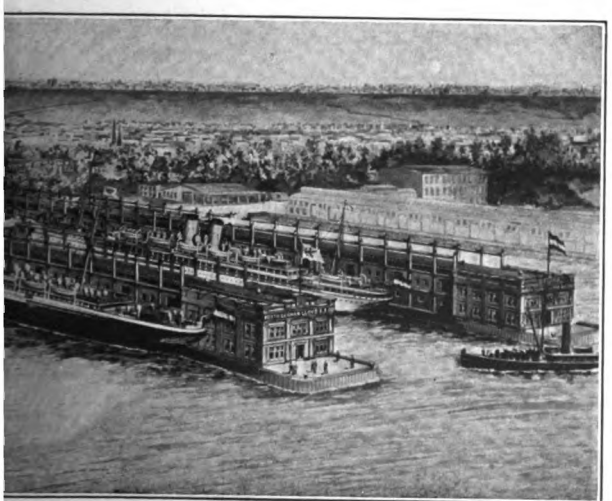
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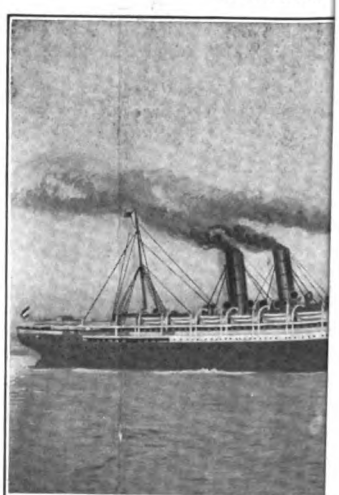
ELM II. 1903



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TEN YEARS OF THE BULLETIN.

An Interesting Record of the Wonderful Progress of the North German Lloyd Steamship Company.

The present issue of the North German Lloyd Bulletin completes a period of ten years spent in chronicling the progress of the great German steamship company in whose interests it has been published. From the modest eight-page sheet which first appeared in January, 1896, it has grown to an attractive twenty-page periodical having as many pages of illustrated text as the first issue had altogether, added to which is an equal number of pages containing the fullest possible information concerning the North German Lloyd's diversified services, the whole bound within a handsome colored cover.

The improvement of The Bulletin typifies the advancement of the Line, and a study of the early issues show how greatly this steamship company has prospered, and what giant strides it has made in ocean navigation.

Ten years ago the North German Lloyd was a great steamship company—one of the greatest in the world—but its greatness was comparative. At that time had anyone been bold enough to prophesy that the North German Lloyd would become in a decade what it is to-day, the prophecy would have been scouted as improbable. The present express steamers of the company were not planned, and their enormous tonnage, horse power and speed were undreamed of.

The transatlantic fleet of the North German Lloyd in the beginning of 1896 consisted of the Lahn (5,097 tons), Havel (6,963 tons), Spree (6,963 tons), Aller (5,217 tons), Trave (5,222 tons), Saale (4,965 tons), Fulda (4,814 tons), Werra (4,815 tons), Ems (4,912 tons), and Kaiser Wilhelm II (6,991 tons). These steamers developed the then remarkable sea speed of from seventeen to nineteen knots, and were the first to receive the names of "ocean greyhounds." A newspaper article of that time said of them: "These steamers, built of iron and steel, are all of the largest and most modern type. Every appointment bespeaks elegance and luxury and they are fitting examples of the highest type of transatlantic steamships—speed, comfort and safety considered."

The foregoing list by no means exhausts the North German Lloyd fleet of that year, which then consisted of sixty-one vessels of 275,000 tons, employed in ten different services. It is interesting to compare these statistics with the magnificent totals of the North German Lloyd fleet of today—over 150 steamships (some of them three and four times the size of those of 1896) aggregating 600,000 tons, and occupied in more than a score of different services which radiate from Bremen, the home port, to all parts of the habitable globe.

The year 1896 saw the beginning of the new North German Lloyd fleet and the reconstruction of the old. The Prinz Regent Luitpold and the Prinz Heinrich had just been completed, the Trave, Aller, Saale and Spree were taken in hand for remodelling, and the new class of 10,000 ton steamships, of which the Friedrich der Grosse was the type, was planned and begun. Despite remodelling, however—which added to their speed as well as their size and capacity—the older vessels failed to keep pace with the rate of progress that the North German Lloyd had set for itself, and one by one they were relegated to inferior services, sold to minor lines, or otherwise discarded, until now, hardly more than ten years from the time when they were hailed as "ocean greyhounds," they have disappeared from public notice and greater and grander creations of the shipbuilder's art have taken their places. The Prinz Regent Luitpold and the Prinz Heinrich were the pioneer twin screw steamships of this company and are still in service—veterans of the Line though now but little more than ten years old. The Friedrich der Grosse was the first of the 10,000 ton class, which now comprises eleven vessels.

But our history is advancing too rapidly. A retrospective glance at the earliest history of the North German Lloyd is instructive, and is valuable for comparison with the condition of the Line in 1896, as well as with its accomplishments of today. Organized in 1857, the North German Lloyd Steamship Co. dispatched its first steamship—the Bremen—to New York in June, 1858, with a few steerage and one saloon passenger. Without going too deeply into the details of progress it is sufficent to prove the pre-eminence attained by the North German Lloyd at the beginning of 1896 to state that the United States official records of that year credit this line with a total of 69,000 passengers of all classes brought into the port of New York during the year 1895, which was 11,000 more than any other line. To show what the North German Lloyd is doing today we will quote from the annual statistics given by Engineering of London for the year 1904 (those for 1905 not being completed), which states that the North German Lloyd still retains supremacy, having brought into the port of New York in that year 15,983 first class 20,048 second class, and 119,079 steerage passengers, a grand total of 155,110, sixteen thousand more than its nearest competitor.

April, 1897, saw the arrival in New York of the Friedrich der Grosse, the pioneer 10,000 ton ship, and May of the same year witnessed the launch of the Kaiser Wilhelm der Grosse, the first of the trio of twin screw express steamships now plying between Bremen and New York. Though of 14,349 tons and 28,000 horse power, and when launched, the largest steamship in the world, she is now the smallest of the three the Kronprinz Wilhelm having a tonnage of 14,908 and horse power of 33,000, while the Kaiser Wilhelm II (not the ship of that name of 1896, which had but 6,991 tons and 5,500 horse power, but the latest and greatest creation of Germany's shipyards, launched in 1903) has a tonnage of 19,360 and horse power of 40,000, the greatest possessed by any transatlantic steamship.

In all this advancement speed has kept pace with the other elements of progress. Thus, while the "ocean greyhounds" up to 1896 could hardly do nineteen knots at their best, the Kaiser Wilhelm II. can average 23.58 knots and has crossed the ocean from New York to Plymouth in five days eight hours and twenty minutes.

Of the supremacy of the North German Lloyd the New York Evening Post as early as March, 1897 said, "Of the fourteen largest transatlantic steamers seven are or will be when completed under the German flag, six of this number belonging to the North German Lloyd. At the head of all these steamers is the twin screw express steamship Kaiser Wilhelm der Grosse, of 14,000 tons register, the largest ship in the world. Of the fourteen steamships of over 10,000 tons, five have been built or are now under construction in German yards, the Kaiser Wilhelm der Grosse, Friedrich der Grosse, Barbarossa, Koenigin Luise and Bremen." Transatlantic travelers of the last decade will recognize every ship on this list, each of which when launched was the type of the highest development in steamship construction.

The North German Lloyd did not, however, concern itself solely with size and speed in the building of its fleet of ocean leviathans; safety, comfort and luxury had equal share in

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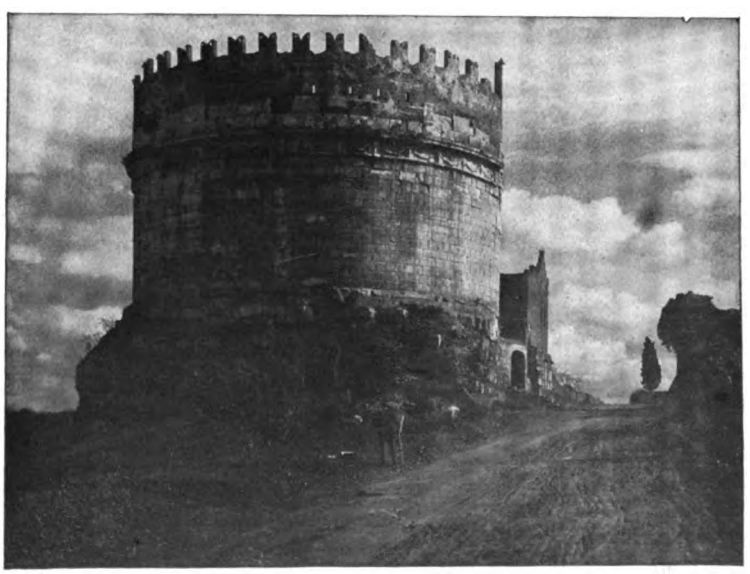
NORTH GERMAN LLOYD BULLETIN

Vol. XX. NEW YORK AND BREMEN, DECEMBER, 1905. No. 6.

MANY GERMANS COMING HERE.

Emigration From There, However, is Decreasing.

Germany's annual contribution to the population of the United States and her comparatively insignificant addition to every other part of the globe are shown by interesting statistics sent to the Department of State by Consul Harris at Mannheim. From these figures it would appear that the number of emigrants from the empire to transoceanic points in the year was 27,984. Of these, 22,018 sailed from the ports of Bremen, Hamburg and Stettin. Of those emigrating, 26,085 went to the United States. Due, in part, doubtless to the fairly satisfactory industrial conditions in Germany for the last decade there has been a marked falling off of emigration from the German States as compared with former years. Thus in the ten years from 1885 to 1894, the number of emigrants varied from 120,089, the highest number in one year, to 40,964, the lowest; while during the decade added with 1904 the largest number in any one year was 37,488 (1895), and the smallest number was 22,073 (1901). The emigration for the year 1904 is about the average of the decade. Those emigrating in 1904 are reported to have come from the several States and provinces as follows: Alsace-Lorraine, 580; Baden, 818; Hesse, 326; Oldenburg, 412; Mecklenburg, 259; Wurtenberg, 1273; Saxony, 1425; Bavaria, 2949, and Prussia, 16,402.



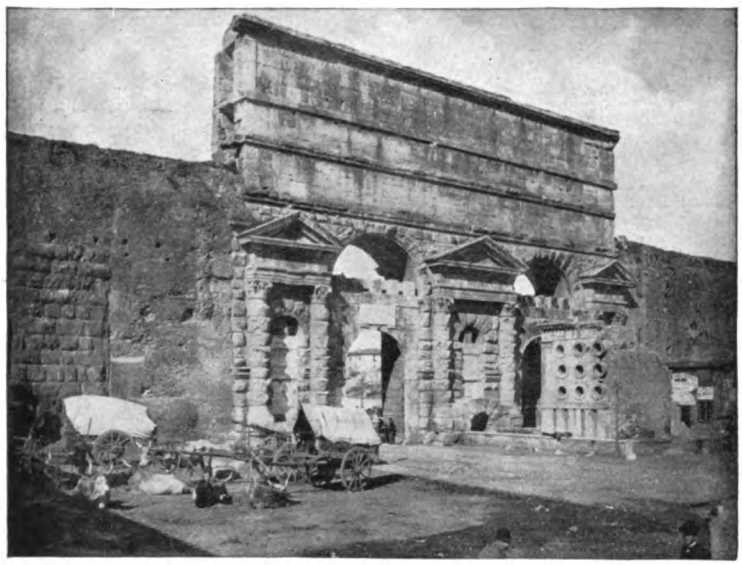
TOMB OF CECILLIA METELLA, CAMPAGNA, ROME.

So far as can be observed in Southwest Germany this emigration results from what may be regarded ordinary and normal causes. Doubtless the chief influence is that of Germans in the United States, who in some cases encourage their friends and relatives to emigrate. The emigration to France along the present French border among families of French descent in the better circles is referred to as showing a tendency to decrease, but to still retain considerable importance. Just what part of these emigrants return to Germany to live it would be difficult to ascertain. That a considerable number of them do so there can be no doubt. In this consular district still survive more than fifty United States pensioners, in most cases soldiers or their widows who have returned to Germany to remain. The number of comparatively young persons who have come back on one ground or another and taken up their abode here is considerable, there being perhaps scarcely a village in this district where there is not one or more of these cases and frequently those of naturalized American citizens. The care of aged parents, marriages entered into here, or the consideration of health are most frequently assigned as causes for this class of persons resettling here. Others, again, make more or less extended visits.

WHAT IS MEANT BY "LLOYD'S."

Every reader of the items of marine intelligence in the newspapers, and especially of the news concerning the movements of merchant vessels on the great seas, must be familiar with the word "Lloyd's." The house of Lloyd's stands in about the same relation to the world of shipping and marine insurance that the house of Rothschild does to the banking world. Sir Henry Hazier, secretary of Lloyd's, gives some interesting details of the history of this famous commercial enterprise. Lloyd's dates from the latter part of the reign

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PORTO MAGGIORE. ROME.

of Queen Elizabeth, and had its origin in a small coffee-house in Tower Street, London, kept by one Edward Lloyd. He was an enterprising man, and through his business contact with seafaring men and merchants enlisted in the foreign trade, foresaw the importance of improving shipping and the method of marine insurance. He was the founder of the system of maritime and commercial intelligence which has been developed into its present effectiveness.

The subjects of marine insurance are the ship, the cargo, and the freight, all of which may belong to different parties. In time of war there is what is termed the maritime risk—danger from accident, collision, and stranding—which is distinctly separate from the risk of capture and seizure by an enemy. This class of marine insurance had its inception in the conditions arising during the seven-year French-English war of 1757 to 1763. Lloyd's moved to Pope's Head Alley, London, in 1770, and in 1774 removed to the present quarters in the Royal Exchange. In 1871 Lloyd's was incorporated by act of Parliament. This act defined the objects of the society to be: First, the carrying on of the business of marine insurance by members of the society; second the protection of the interests of members of the society in respect of shipping, cargoes and freights; third, the collection, publication and diffusion of intelligence and information with respect to shipping. The corporation of Lloyd's and the committee of Lloyd's, who are the executive body of the corporation, and the secretary of Lloyd's have nothing to do with marine insurance. Their duty in this respect is to afford marine insurance brokers who wish to effect insurance a place of meeting with those who undertake the risks.

RAILWAY IN THE DESSERT.

A recent report by the German commercial attache at Constantinople gives some particulars of the railway, now in course of construction, which will ultimately connect Damascus and Mecca. The Hedjaz Railway is being made primarily on religious grounds. Were it not for the certain prospect of attracting an enormous pilgrim traffic the undertaking would never have been entered upon, for by far the greater portion of 1,200 miles of railway track will be laid in desert and unproductive lands. The building is being carried out under German supervision, and as Turkish troops have been largely employed as laborers, the cost of the work will be comparatively small. The line from Damascus to Maan—about one-third of the total length—was opened to traffic last autumn. From a commercial standpoint the only benefit likely to be derived from the line will be opening up for cultivation of certain districts, near the Jordan which have hitherto been neglected for lack of means to transport the crops. Some branch lines, however, are to be constructed for industrial purposes. One of these—from Haiffe to Deraat—would have been completed in May but for damage caused by heavy floods. This will increase the trade of Haiffe at the expense of Beirut.—Pall Mall Gazette.

A police report from Herschell Island, in the Arctic Ocean, which has been received at the Canadian mounted police headquarters at Ottawa, was conveyed 1,000 miles by dog sleigh, 1,000 miles by water, and 3,000 miles by rail. Its journey took over two months.



THE APPIAN WAY, ROME.

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PALAZZO VECCHIO, FLORENCE.

ACCURACY IN TUNNEL CONSTRUCTION.

An interesting example of the accuracy of modern engineering method is shown in a comparison recently made between the actual construction of the Simplon Tunnel and the original surveys. It will be remembered that this tunnel passes through a mountain many hundred feet beneath its summit, and in the original plans due provision had to be made for the difference of level, or the gradient between the two ends, the total length of the tunnel, and the angle between the tunnel's axis and a known direction. Some of these data could be obtained by direct measurement, but in other cases the preliminary surveys and calculations had to be employed. When however, the junction of the tunnels from the north and south ends was made, it was found that the difference in level amounted to less than four inches.

When the length was computed it was thought that the distance would amount to 19,228.71 meters (about 63,000 feet), and the actual construction differed from this figure by only two meters (about 6½ feet). The greatest success was the accuracy of the alignment, no deviation whatsoever being detected. One of the greatest difficulties encountered in this rock was the deviation of the plumb-line from the true vertical on account of the attraction of the mountain. This and the different temperatures experienced in various parts of the tunnel are some of the causes contributing to make the accuracy achieved a noteworthy engineering feat.—Harpers Weekly.

People often make the excuse that they have bad memories, when the truth is, they are too slovenly to use their brains.

ESTIMATED EXPENDITURES OF TRANSATLANTIC TRAVELERS.

The number of arrivals from Europe recently in a single week was 7,086, bringing the total for the homeward rush since the middle of August up to 23,303. A steamship expert has figured that an average rate of $200 both ways for passengers these ocean travelers put into the companies' strong boxes $4,660,000. Estimating that each voyager spent a like sum abroad, the amount would reach $9,520,727, while if is added the money represented in the expenditures of the 19,500 cabin passengers still due to arrive before Oct. 1, the amount will reach $17,505,027.

These figures do not include steerage fares, and there are thousands of Americans, particularly those of foreign birth, who travel third-class. The total expended by this class at the lowest figure will be $1,000,000, and this, added to the grand total, makes $18,505,027 spent by ocean travelers in the six weeks ending Oct. 1.—New York Times.

NAMES LINER WASHINGTON.

The North German Lloyd Steamship Company will make a decided departure in naming its new liner, now building at Tecklenborg Shipyards in Bremerhaven. The vessel will be completed in the spring of 1907, and will be named Washington, in honor of George Washington. She will be 610 feet long, 68 feet beam and will develop a speed of 17 knots.—New York Times.

The trouble with many a young man is that he spends his fortune before he makes it.



PUBLIC SQUARE AT MILAN

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IF THE SUN WERE COLORED.

The Beautiful Colors We Like the Best Would Be Colorless.

A German astronomer has recently published some interesting observations on the theoretical effects of a change in the color of the sun, says the Chittenden (Vt.) Correspondent. It is amazing to consider the possibilities if our sun was green, blue or red, instead of what it is. If it were blue there would be only two colors in the world—blue and black. If it were red then everything would be red or black. It is were yellow, everything would be yellow or black. Every one knows that the light of our sun consists of six colors, and the reason things are different hues is that some swallow up five of the colors and reflect only one. Thus we have primroses yellow, because they absorb all but the yellow; roses red because they absorb all but the red; violets purple, because they absorb everything but red and blue, a mixture of which two colors forms purple.



BIRDS' EYE VIEW OF VENICE.

In the event of the sun being red, roses, blood, red ink and all other things that are now red would reflect it. So also would snow, the lily and all things that are now white, but these would, of course, be red. Everything else would swallow up the red light and appear quite black. Grass for instance, would be black as ink and so would the blue of the sky, but the white clouds would be red. The same kind of thing would happen if the sun were blue. Everything now blue or white would be blue and everything else black. The whole sky, clouds and all, would be blue. The grass this time would be blue, not black, for it reflects both blue and yellow. Hair would be all black, the red of the lips would be black and the rest of the face would be a cloudy blue.

If the sun were green, we would have a little variety. Things that are now yellow would still be yellow, things that are blue would be blue, and things that are green would still be green, but there would be no reds, purples, orange, pinks or any of those cheery hues that make the world look so bright.



THE GRAND CANAL, VENICE.

GIBRALTAR GOING TO PIECES.

The public is not aware that the rock of Gibraltar is tumbling down—that its crumbling, rotting mass must be continually bound together with huge patches of masonry and cement.

Yet they who sail past Gibraltar cannot fail to notice, on the eastern slope of the fortress, enormous silver-colored patches gleaming in the sun. These patches, in some cases thirty or forty feet square, are the proof of Gibraltar's disintegration. Of thick, strong cement, they keep huge spurs of the cliff's side from tumbling down into the blue sea.

Sea captains, cruising in the Mediterranean, say that Gibraltar has been rotting and crumbling for many years, but that of late the disintegration has gone on at a faster rate than heretofore.

They say that the stone forming this imposing cliff is rotten stone, and that, in a little while, the phrase, "the strength of Gibraltar," will be meaningless.—Minneapolis Journal.

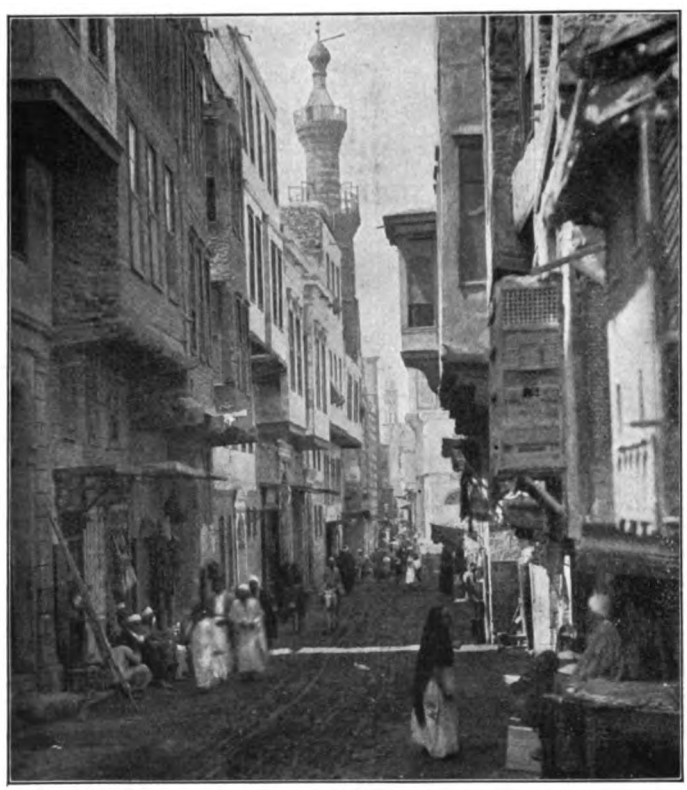
It is said that King Edward receives daily about 3,000 newspapers and 1,000 letters, while the Czar and the German Emperor receive each from 600 to 700 letters and appeals. The King of Italy gets about 500, and Queen Wilhelmina from 100 to 150. All these, however, are distanced by the Pope, who receives from 22,000 to 23,000 letters every day.

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NEW YORK'S FAME IN GERMANY.

"If there are any as yet unknown aspects in which New York stands No. 1, I hope to discover them on succeeding trips to the other side," said a New Yorker just returned. "I used to think that I knew my New York fairly well, but in one of the small university towns in Germany I caught a glimpse of a preeminence here that I never had suspected. In a social way I met a professor whose special line was Egypt. He was so wise an Egyptologist that if he had been present when Pharaoh knew not Joseph he could have performed the introduction so well that they would have thought him old Thothmes III. with a German accent. The professor asked me if I were from New York and I acknowledged it. '*It's moglich*,' he questioned in a sort of wonder, and then went on to say how much he desired to visit New York.

"He got well started in his enthusiasm before I could catch up, but when I did I found that he had gone daffy on New York as the one center of Egyptian study. Just to be sociable I played the obelisk, for that was the only Egypt I ever heard of in the borough of Manhattan, except little ones, and they are fakes. But the professor didn't go much on the obelisk, said it was too modern to be of any interest. By a great struggle I managed to remember something about a parson who had read a brick library, but he shut me off with the rude remark that Nebuchadnezzar was an Assyrian and didn't know any more about Egypt than I did. Then I thought I might as well listen and perhaps I might learn something. So I did. The professor knew about everything that was ever dug up in Egypt. He was as much at home in Bulak and the Sakkara museums as though he lived there. But he told me on the spectacled honor of a man to whom the XVII. Dynasty was sacred that when it came to being the real thing in the way of a collection of Egyptian antiquities the New York Historical Society had the world beaten. He said it was on Second avenue and, do you know, I had never even so much as heard of it. I tell you, New York's a great place if only you happen to stack up against the man who can tell you just how great it is."—New York Sun.



STREET SCENE IN CAIRO, EGYPT.

GERMAN SAILING VESSELS.

The *Jahrbuch fur Deutschlands Seeinteressen 1905* gives a list of the sailing vessels belonging to the German mercantile navy made up to April 1 of this year. It contains the names of 215 ocean-going ships of over a thousand tons gross, being 10 vessels less than in the list for the year 1904. The five master "Preussen," 5,081 registered tons gross, belonging to the Hamburg firm of F. Laeisz, still remains the largest German sailing-ship. The next largest is also a full-rigged ship, belonging to the Laeisz firm, namely, the five-master "Potosi," which is 1,055 tons smaller than the first-named. A ship which will be a rival of the "Preussen" is, however, now being built by the Rickmers firm, of Bremerhaven—her measurement will be 5,170 registered tons gross. Up to the present Hamburg has been almost exclusively the port of registry of the largest German sailing vessels; in fact, with the exception of the Bremen training-ship "Herzogin Cecilie," 3,242 tons, the 15 largest German sailing vessels belong to the port of Hamburg. Besides Messrs. Laesz (owning six gigantic sailers), the owners of the ships in this group of 15 are the Alster Co. (three), Messrs. B. Wencke, Sohne, (one) C. J. H. Siemes & Co. (four), and H. H. Schmidt (one). The largest sailer not registered at Hamburg and engaged in the regular transport of cargo is the four-master "Adelaide," owned by Messrs. D. H. Watjen & Co., of Bremen; this ship measures 3,046 registered tons gross. There are 52 sailing vessels of between 2,000 and 3,000 tons gross, about the half of which number belong to Hamburg, and 145 measuring from 1,000 to 2,000 tons.—American Shipping.

Exports of German chinaware last year aggregated 32,406 metric tons, valued at $13,250,000, of which 56 per cent. went to the United States.

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WISDOM OF BENJAMIN FRANKLIN.

God helps them that help themselves.

Dost thou love life? Then do not squander time, for that is the stuff life is made of.

Early to bed and early to rise makes a man healthy, wealthy and wise.

Plow deep while sluggards sleep.

Never leave that till tomorrow which you can do today.

Three moves are as bad as a fire.

Little strokes fell great oaks.

A little neglect may breed mischief. For want of a nail the shoe was lost; for want of a shoe the horse was lost; and for want of a horse the rider was lost.

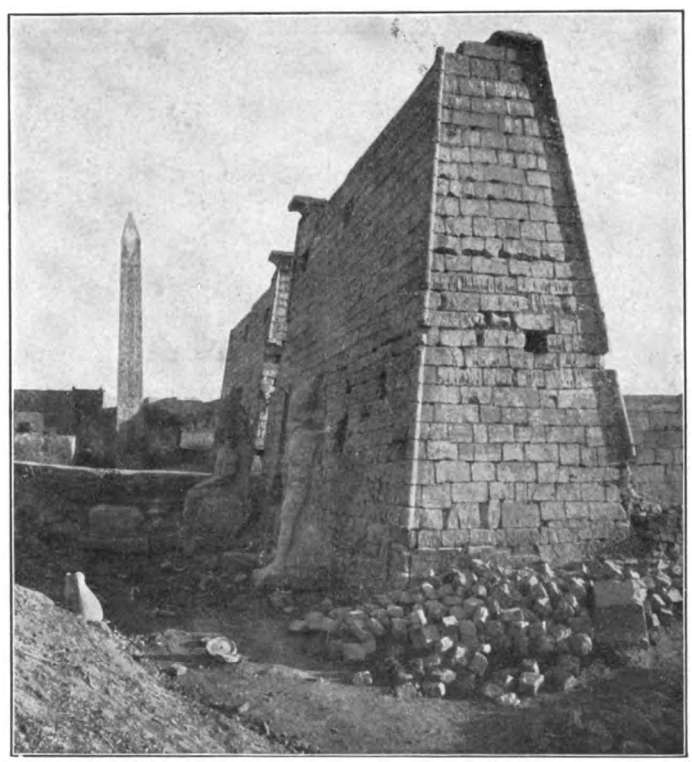
He that goes a-borrowing goes a-sorrowing.

A man may, if he knows not how to save as he gets, keep his nose to the grindstone.

Vessels large may venture more, but little boats should keep near shore.

It is hard for an empty bag to stand upright.

Experience keeps a dear school, but fools will learn in no other.



PYLON OF RAMESES II. AT LUXOR, EGYPT.

SWINDLER MET HIS MATCH.

The classical confidence trick has been neatly played on a would-be swindler by his intended victim. The latter, a cook on a transatlantic liner, had been done himself before, and was too old a bird to be caught again. He struck up an acquaintance with an engaging but obviously sham American millionaire in the train to Paris, confiding to him that he had 40,000 francs in his bag, and meant to amuse himself on the boulevards.

"Well met, indeed," said the millionaire; "I have also made my pile, and intend seeing the merry side of life in gay Paree." They started the evening with an expensive dinner, paid for by the American millionaire. At coffee the latter exclaimed: "Hullo, I have not any cigars; suppose you go and buy some. You can leave your bag here, where it will be quite safe. But, as you might be suspicious, here's my pocketbook. Keep it till you join me again."

As soon as the cook's back was turned the American millionaire of course bolted with the bag, but the latter only contained old newspapers and the cook's card, with the words: "I have been here before; you have met your match this time." In the would be swindler's pocketbook was a sum of $120 in French notes, which the cook took to the police station, asking the officer to whom he told his tale with understandable relish to give the money to the poor.—London Telegraph.

AN ENGLISH POINT OF VIEW.

Englishman—I see they—aw—call these transatlantic steamers ocean greyhounds.

American—That's on account of their swiftness.

Englishman—I should—aw—think they'd call them ocean spaniels.

American—But the spaniel is not as swift as the greyhound.

Englishman—I know that, deah boy, but the greyhound is not a water dog.

ALL HE HAD LEFT.

A bald-headed man entered a New York hotel and registered:

"Mc, London, Eng."

The clerk politely asked him to write the rest of his name.

"That is all the name I have," said the guest.

"Haven't you been here before?"

"Yes," the guest answered, "I was here two years ago."

The clerk looked up the registry of two years ago.

"Harry McComb, jr., M. P., London, Eng."

When next the guest came to the counter the clerk showed the old register to him.

"Well, I'll tell you," said the guest. "You see, when I was here before I was a member of parliament, but I am not now. So I have no right to use the 'M. P.' My father died a year ago, so, of course, I do not use the 'jr.' any more. Then last fall, I had a fever, and all my hair fell out; so, being no longer 'Harry,' I have no use for the 'Comb,' and there you are. There's nothing left but the Mc, you see."

A vessel which recently called at Easter Island was the first to visit that out of the way spot in twelve months. The two hundred inhabitants are apparently content to live apart from the rest of the world, since there is practically no emigration.

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FOREIGN NOTES OF INTEREST.

Mr. Chamberlain was forty when he first wrote "M. P." after his name, Mr. Balfour entered Parliament at twenty-six and Lord Roseberry was just of age when he made his first speech in the Lords.

Key West sent to the North the first six months of this year about fifteen million cigars; Puerto Rico threw into the United States during the same period about forty million cigars, while there came from Cuba during that time 25,000,000 cigars.

There are practically no illiterates in Norway. The men are perhaps the finest in the world physically. Army service is universal; only 2.3 per cent. of youths are rejected for physical defects.

Japan grows some 40,000,000 pounds of tobacco a year, but little finds its way to other countries than China, the weed having a flavor not appealing to European tastes.

Britz, a suburb of Berlin, is one large rose garden. The number of roses cut daily in season is about 113,000.

Woman haters should find the Convent of St. Catherine on Mount Sinai, much to their liking. No woman has entered the place in fourteen hundred years.

The armies of Continental countries are the first branch of the service. The cost of the French army is $135,000,000 per annum. Germany can put into the field a vast well equipped army for $160,000,000 a year. The Russian army, costs $200,000,000 a year. Including India, England is paying $265,000,000 a year.

Siberia could contain all Europe except Russia, and there will still be room left for another country twice the size of Germany.

Near Worthing Station there is a small graveyard in the centre of the road, containing three graves. A mill once stood there, and the owner deposed in his will that he should be buried where the mill stood.

Nearly every Chinaman can read, but about 90 per cent. of the women are entirely uneducated.

The value of German toys exported to foreign countries last year was close to $13,700,000, of which the United States, as the principal customer, took about $4,000,000 worth. Sonneberg is the chief centre of the industry.

The porters who carry the baggage of tourists on the Island of Capri are mostly women. The men are busy as fishers, coachmen, cobblers and coral sellers.

No fewer than 1,086,670 copies of the Scriptures were circulated in China last year, the actual sales being well over a million copies.

More than one-third of all the American export trade has been in the two great crops, cotton and wheat.

The total number of bankruptcies in England and Wales last year was 4,515, an increase of 256 on the preceding year.

The only fire engine at Beaconsfield, England, was bought in 1815. The local authorities, afraid that it may get out of order sometime or other, are beginning to discuss the purchase of a new one.

The Berlin police authorities intend to take severe measures to suppress the practice of playing poker in public places.

Japanese mothers do not kiss their children, though they may press their lips to the forehead or cheek of a very young baby.

Wildcats are on the increase in Scotland. One measuring four feet long was captured in a trap in Poolewe a few weeks ago.

A peculiar method of charging cloth with electricity, in order to furnish heat to the wearer, has been invented by a French engineer.

The total cultivated area in the United Kingdom in 1903 was 47,708,000 acres. The total number of cattle, sheep, pigs and horses kept in 1903 was 47,223,000.

NEW YORK'S NEWEST SOCIAL CENTER.

Longacre Square (or Times Square, as it coming to be called since the New York Times erected its tower-like and ornamental building at Broadway and Forty-second Street) is the new hotel, social and theatrical center of New York city. Longacre Square is embraced between Forty-second and Forty-seventh Streets, west, and in the intersection of Broadway and Seventh Avenue. Facing it are four of New York's largest theatres, and ten more are less than a block away. Here are located some of the most fashionable restaurants in the city, and here also are to be found some of the finest hotels.

Among the latter none takes a more prominent place than the new Hotel Astor, either in respect to size, location or appointments. Situated at the broadest part of this great square directly opposite the New York and Criterion theatres, occupying the whole block on Broadway, between Forty-fourth and Forty-fifth Streets, and of enormous size, it is at once the most dignified and the roomiest of New York's great new hotels. It is a palatial hotel in every respect, and is on a par with the palace hotels of London and the Continent. Every modern improvement has been included in its equipment; electric light, call bells, local and long distance telephones, private baths, etc., automatic regulation of temperature and ventilation, service maintained at the highest standart of efficiency, and a cuisine that has already made for itself an enviable reputation. The structure is completely fireproof. The corridors, halls, reception, drawing and dining rooms are all of large size and luxurious appointments, in fact the entire hotel has been fitted up without regard to expense. There are carriage entrances on each of the three streets on which the hotel faces, and ample room for carriage stands in the great square in front of the building.

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NORTH GERMAN LLOYD BULLETIN

Published Monthly for the North German Lloyd Steamship Line

By OELRICHS & CO.,

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VOL. XX. DECEMBER, 1905. No. 6

NOTICE TO AMATEUR PHOTOGRAPHERS:

Messrs. Oelrichs & Co., General Agents, North German Lloyd, 5 Broadway, New York, will be pleased to receive mounted or unmounted prints of any photographs taken upon the North German Lloyd ships, and will promptly acknowledge receipt of same.

INCREASED PASSENGER TRAFFIC.

The figures, as compiled by the Atlantic Passenger Conference, showing comparatively the eastward and westward passenger movement for the past two years, ending September 1, are as follows:

WESTBOUND.

	First Cabin.	Second Cabin.
1905	43,797	85,629
1904	39,328	80,091
Increase	4,469	5,538

EASTBOUND.

	First Cabin.	Second Cabin.
1905	70,763	58,144
1904	59,223	51,960
Increase	11,540	6,184

TRANSATLANTIC RECORD HOLDERS OF SIXTY-FIVE YEARS.

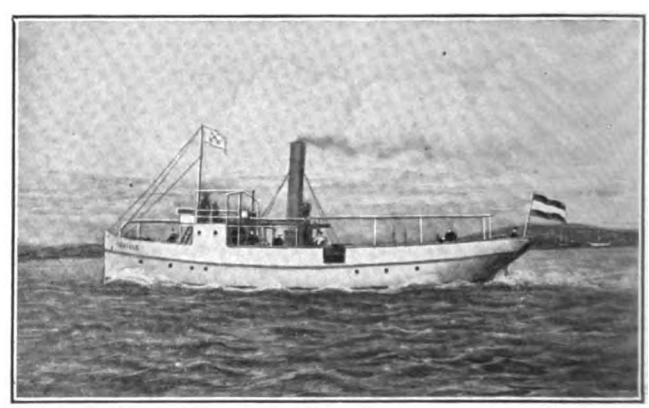
Year Built.	Name of Steamship.	Tonnage.	Hour Sp. Knots.
1840	Acadia	1,155	9.
1848	Canada	1,825	10.5
1850	Atlantic	2,860	12.
1862	Scotia	3,870	13.
1871	Adriatic	3,888	15.
1880	City of Rome	8,144	17.
1891	New York	10,674	20.7
1893	Campania	12,950	22.
1897	Kaiser Wilhelm der Grosse	14,349	23.
1900	Deutschland	16,502	23.51
1903	Kaiser Wilhelm II	19,360	23.58

ORIGIN OF ST. MAURICE, SWITZERLAND.

St. Maurice in Switzerland is the name of a little station on the railway that leads up the Rhone valley from the lake of Geneva. The place gets its name as follows: Maurice was the officer, second in command of the Thebaic legion, when the Emperor Maximillan marched over the Alps in A. D. 302 to quell a rising in Gaul. At Octodurum (Martigny) the legion, every man of which was a Christian, was ordered to sacrifice to the Roman gods for the success of the expedition. Headed by Maurice, they refused, marched off to Agaunum (St. Maurice), and there were twice decimated to enforce submission. But they still refused, and finally the remainder were surrounded and cut down by the rest of the army.

THE SPECIAL TENDER AT GIBRALTAR.

A special tender of the North German Lloyd is in service in landing passengers from their steamers at Gibraltar. Formerly passengers landing and embarking at Gibraltar were obliged to avail themselves of small steam-launches or rowboats, and the introduction of a special tender for passengers has contributed very materially to the greater comfort and safety of passengers at Gibraltar. The small tender, which bears the name of Grille, is built of wood, and with special reference to the local requirements at Gibraltar. Her length is 79 feet 8 inches; beam, 18 feet, and depth, 9 feet 10 inches.



The Special North German Lloyd Tender Grille, used for Landing Passengers at Gibraltar.

A handsomely appointed cabin furnishes ample accommodation for passengers in bad weather. Her construction is very strong. The vessel has been fitted with all conveniences. The extensive deck is provided with benches at the railing, and its whole length covered with an awning. Amidship there are two deckhouses connected by a platform, from which passengers disembark and embark from the transatlantic steamer. As protection against the rain a pleasant saloon is provided under deck, aft. The motive power consist in a compound engine of about 150 horse power, giving a speed of about ten knots. Fare: one shilling each way.

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North German Lloyd Steamship Company.

TWIN SCREW EXPRESS SERVICE

KAISER WILHELM II.
KRONPRINZ WILHELM.
KAISER WILHELM DER GROSSE.

TWIN SCREW PASSENGER SERVICE

Barbarossa. Bremen. Friedrich der Grosse. Grosser Kurfuerst Hannover. Cassel. Frankfurt. Brandenburg. Breslau. Prinzess Alice. Rhein. Main. Neckar. Seydlitz.

PROPOSED SAILINGS (Subject to change.)

From Europe.					Departures from New York.			
DEPARTURES			Due at New York	STEAMERS.	FROM NEW YORK.	Due at Plymouth	Due at Cherbourg	Due at Bremen
From Bremen	From Southampton	From Cherbourg						
Special Train leaves between 7 and 8 a.m.	Special Train leaves London Waterloo Station 9.25 a.m.	Special Train leaves Paris St. Lazare, at 9.20 a.m.				Special Train awaits arrival of Steamers from New York	Special Train awaits arrival of Steamers from New York	Special Train awaits arrival of Steamers from New York
Nov. 18	.....	Nov. 19	Nov. 28	Friedrich der Grosse	Tues., Dec. 5 ..... 10 a. m.	Dec. 14	Dec. 14	Dec. 15
Nov. 28	Nov. 29	Nov. 29	Dec. 5	KAISER WILHELM II	Tues., Dec. 12 ..... 6 a. m.	Dec. 18	Dec. 18	Dec. 19
Nov. 25	.....	.....	Dec. 7	Chemnitz	Proceeds to Baltimore	.....	.....	.....
Dec. 2	.....	.....	Dec. 14	Main	Tues., Dec. 19 ..... 10 a. m.	.....	.....	Dec. 31
Dec. 9	.....	Dec. 10	Dec. 19	Bremen	Thur., Dec. 28 ..... 10 a. m.	Jan. 6	Jan. 6	Jan. 7
					1906			
Dec. 12	Dec. 13	Dec. 13	Dec. 19	KAISER WILHELM DER GROSSE	Thur., Jan. 4 ..... 10 a. m.	Jan. 10	Jan. 10	Jan. 11
Dec. 16	.....	.....	Dec. 28	Rhein	Thur., Jan. 4 ..... 2 p. m,	.....	.....	Jan. 16
Dec. 23	.....	.....	Jan. 4	Brandenburg	Thur., Jan. 11 ..... 10 a. m	.....	.....	Jan. 23
Dec. 30	.....	.....	Jan. 11	Hannover	Proceeds to Galveston	.....	.....	.....
Jan. 9	Jan. 10	Jan. 10	Jan. 16	KAISER WILHELM II	Tues., Jan. 23 ..... 2 p. m	Jan. 29	Jan. 29	Jan. 30
Jan. 6	.....	.....	Jan. 18	Neckar	Thur., Jan. 25 ..... 10 a. m.	.....	.....	Feb. 6
Jan. 13	.....	.....	Jan. 25	Main	Proceeds to Baltimore	.....	.....	.....
Jan. 23	Jan. 24	Jan. 24	Jan. 30	KAISER WILHELM DER GROSSE	Tues., Feb. 6 ..... 10 a. m.	Feb. 12	Feb. 12	Feb. 13
Jan. 20	.....	.....	Feb. 1	Rhein	Thur., Feb. 8 ..... 10 a. m.	.....	.....	Feb. 20
Jan. 27	.....	.....	Feb. 8	Cassel	Thur., Feb. 15 ..... 10 a. m.	.....	.....	Feb. 27
Feb. 6	Feb. 7	Feb. 7	Feb. 13	KAISER WILHELM II	Tues., Feb. 20 ..... 1 p. m.	Feb. 26	Feb. 26	Feb. 27
Feb. 3	.....	Feb. 4	Feb. 13	Barbarossa	Enters Mediterranean Service	.....	.....	.....
Feb. 10	.....	.....	Feb. 22	Brandenburg	Thur., Mar. 1 ..... 10 a. m.	.....	.....	Mar. 13
Feb. 20	Feb. 21	Feb. 21	Feb. 27	KAISER WILHELM DER GROSSE	Tues., Mar. 6 ..... 10 a. m.	Mar. 12	Mar. 12	Mar. 13
Feb. 17	.....	.....	Feb. 29	Breslau	Thur., Mar. 8 ..... 10 a. m.	.....	.....	Mar. 20
Feb. 24	.....	.....	Mar. 8	Rhein	Tues., Mar. 13 ..... 10 a. m.	.....	.....	Mar. 25
Mar. 3	.....	.....	Mar. 15	Frankfurt	Thur., Mar. 22 ..... 10 a. m.	.....	.....	Apr. 3
Mar. 13	Mar. 14	Mar. 14	Mar. 20	KAISER WILHELM II	Tues., Mar. 27 ..... 7 a. m.	Apr. 2	Apr. 2	Apr. 3
Mar. 10	Mar. 11	.....	Mar. 20	Grosser Kurfuerst	Thur., Mar. 29 ..... 10 a. m.	Apr. 7	Apr. 7	Apr. 8
Mar. 17	.....	.....	Mar. 29	Cassel	Proceeds to Baltimore	.....	.....	.....
Mar. 27	Mar. 28	Mar. 28	Apr. 3	KRONPRINZ WILHELM	Tues., Apr. 10 ..... 7 a. m.	Apr. 16	Apr. 16	Apr. 17
Mar. 24	.....	.....	Apr. 5	Brandenburg	Thur., Apr. 12 ..... 10 a. m.	.....	.....	Apr. 24
Apr. 3	Apr. 4	Apr. 4	Apr. 10	KAISER WILHELM DER GROSSE	Tues., Apr. 17 ..... 10 a. m.	Apr. 23	Apr. 23	Apr. 24
Mar. 31	.....	.....	Apr. 12	Breslau	Thur., Apr. 19 ..... 10 a. m.	.....	.....	May 1
Apr. 10	Apr. 11	Apr. 11	Apr. 17	KAISER WILHELM II	Tues., Apr. 24 ..... 6 a. m.	Apr. 30	Apr. 30	May 1
Apr. 7	.....	.....	Apr. 19	Rhein	Thur., Apr. 26 ..... 10 a. m.	.....	.....	May 9
Apr. 14	.....	.....	Apr. 24	Grosser Kurfuerst	Tues., May 1 ..... 10 a. m.	May 10	May 10	May 11
.....	.....	.....	.....	Barbarossa	Sat., May 5 ..... 10 a. m.	May 14	May 14	May 15
Apr. 24	Apr. 25	Apr. 25	May 1	KRONPRINZ WILHELM	Tues., May 8 ..... 6 a. m.	May 14	May 14	May 15
Apr. 21	.....	.....	May 3	Frankfurt	Proceeds to Galveston	.....	.....	.....
May 1	May 2	May 2	May 8	KAISER WILHELM DER GROSSE	Tues., May 15 ..... 10 a. m.	May 21	May 21	May 22

STEAMERS **DO NOT** CALL AT PORTS WHERE DATE IS OMITTED.

NORTH GERMAN LLOYD PIERS, HOBOKEN, NEW JERSEY

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North German Lloyd Steamship Company.

PROPOSED SAILINGS (Subject to Change.)

From Mediterranean Ports

To Mediterranean Ports.

DEPARTURES From GENOA	DEPARTURES From NAPLES	DEPARTURES From Gibraltar	DUE at New York	FROM NEW YORK. STEAMSHIPS	DATE.	DUE at Gibraltar	DUE at NAPLES	DUE at GENOA
					1905			
Nov. 16	Nov. 17	Nov. 20	Nov. 29	Prinzess Irene	Sat., Dec. 2 ..... 11 a. m.	Dec. 11	Dec.*14	Dec. 15
.....	Nov. 22	.....	Dec. 5	Neckar	.....	.....	.....	.....
					1906			
Dec. 7	Dec. 8	Dec. 11	Dec. 20	Koenig Albert	Sat., Jan. 13 ..... 11 a. m.	Jan. 22	Jan.* 25	Jan. 26
Jan. 11	Jan. 12	Jan. 15	Jan. 24	Prinzess Irene	Sat., Jan. 27 ..... 11 a. m.	Feb. 5	Feb.* 8	Feb. 9
.....	.....	.....	.....	Koenigin Luise	Sat., Feb. 3 ..... 11 a. m.	Feb. 12	Feb* 15	Feb. 16
Feb. 1	Feb. 2	Feb. 5	Feb. 14	Koenig Albert	Sat., Feb. 17 ..... 11 a. m.	.....	Mar.* 1	Mar. 2
.....	.....	.....	.....	Barbarossa	Sat., Feb. 24 ..... 11 a. m.	Mar. 5	Mar.* 8	Mar. 9
Feb. 15	Feb. 16	Feb. 19	Feb. 28	Prinzess Irene	Sat., Mar. 3 ..... 11 a. m.	Mar. 12	Mar *15	Mar. 16
Feb. 22	Feb. 23	Feb. 26	Mar. 7	Koenigin Luise	Sat., Mar. 10 ..... 11 a. m.	Mar. 19	Mar *22	Mar. 23
.....	Mar. 1	.....	Mar. 14	Neckar	Sat., Mar. 17 ..... 11 a. m.	Mar. 27	Mar *30	.....
Mar. 8	Mar. 9	Mar. 12	Mar. 21	Koenig Albert	Sat., Mar. 24 ..... 11 a m.	Apr. 2	Apr.* 5	Apr. 6
Mar. 15	Mar. 16	Mar. 19	Mar. 28	Barbarossa	Sat., Mar. 31 ..... 11 a. m.	Apr. 9	Apr.*12	Apr. 13
Mar. 22	Mar. 23	Mar. 26	Apr. 4	Prinzess Irene	Sat., Apr. 7 ..... 11 a. m.	Apr. 16	Apr.*19	Apr. 20
Mar. 29	Mar. 30	Apr. 2	Apr. 11	Koenigin Luise	Sat., Apr. 14 ..... 11 a. m.	Apr. 23	Apr.*26	Apr. 27
.....	Apr. 5	.....	Apr. 18	Neckar	Sat., Apr. 21 ..... 11 a. m.	May 1	May* 4	.....
Apr. 12	Apr. 13	Apr. 16	Apr. 25	Koenig Albert	Sat., Apr. 28 ..... 11 a. m.	May 7	May *10	May 11
Apr. 19	Apr. 20	Apr. 23	May 2	Barbarossa	.....	.....	.....	.....
Apr. 26	Apr. 27	Apr. 30	May 9	Prinzess Irene	Sat., May 12 ..... 11 a. m.	May 21	May *24	May 25
May 3	May 4	May 7	May 16	Koenigin Luise	Sat., May 19 ..... 11 a. m.	May 28	May *31	June 1
.....	May 11	.....	May 24	Neckar	.....	.....	.....	.....
May 17	May 18	May 21	May 30	Koenig Albert	Sat., June 2 ..... 11 a. m.	June 11	June*14	June 15

STEAMERS **DO NOT** CALL AT PORTS WHERE DATE IS OMITTED.

NORTH GERMAN LLOYD PIERS, HOBOKEN, NEW JERSEY.

*Connecting at NAPLES with North German Lloyd Steamship **Schleswig** or **Hohenzollern** for ALEXANDRIA.

Through Tickets to Asia and Australia from New York by the North German Lloyd Mediterranean Service via Naples and the North German Lloyd Imperial Mail Steamers to the East.

FIRST CABIN ROUND TRIP OR EXCURSION TICKETS.

On Roundtrip Tickets a **reduction of 10 per cent.** of the return fare only is made. Passengers not taking Roundtrip Tickets are not allowed any reduction when taking their homeward tickets. These tickets are limited to one year and may be used on any steamer of the line on which there is accommodation vacant at the rate paid for. Accommodation will be reserved in advance only when roundtrip tickets are purchased before departure from New York.

Passengers holding North German Lloyd Return Tickets (Northern or Mediterranean Service) have the option of returning by Northern or Mediterranean Services or by any of the following lines, subject to the rules and condition of the line by which passage is taken and to the payment of difference in fare, if any:—**American Line, Atlantic Transport Line, Cie Gle. Transatlantique, Dominion Line, Hamburg-American Line, Holland-American Line Leyland Line, Red Star Line, White Star Line.**

RETURN TICKETS are good only for accommodation at the rate specified therein. If no accommodation at the rate paid is available, and superior accommodation be desired, the difference will have to be paid by the passenger.

MEDITERRANEAN SERVICE.

SECOND CABIN.

All Mediterranean steamers (S. S. Neckar excepted) now carry **Second Cabin** passengers TO and FROM Mediterranean Ports.

S. S. Neckar and S. S. Weimar carry only **Second Cabin** passengers FROM Mediterranean ports to New York.

Rates to or from Genoa, Naples or Gibraltar.

$55.—per adult.

Children between 1 and 12 years of age pay half fare, infants under 1 year $5.

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North German Lloyd Steamship Company.

CHINA LINE. Outward Bound. 1906.

LEAVES	S. S. Prinz Heinrich Voy. 331	S. S. Prinz Eitel Fried. Voy. ● 332	S. S. Gneisenau Voy. 333	S. S. Roon Voy. ● 334	S. S. Preussen Voy. 335	S. S. Zieten. Voy. ● 336	S. S. Prinzess Alice. Voy. 337	S. S. Bayern Voy. ● 338	S. S. Prinz Reg. Luitpold Voy. 339	S. S. Prinz Eitel Fried. Voy. ● 340	S. S. Sachsen. Voy. ● 341	S. S. Prinz Heinrich Voy. 342	S. S. Roon Voy. ● 343	S. S. Preussen Voy. 344	S. S. Zieten. Voy. 345
Bremen.....(Wed.)	.....	Oct. 25	.....	Nov. 22	.....	Dec. 20	.....	Jan. 17	.....	Feb. 14	.....	Mch. 14	.....	Apr. 11	.....
Hamburg.....(Thur.)	Oct. 12	.....	Nov. 9	.....	Dec. 7	.....	Jan. 4	.....	Feb. 1	.....	Mch. 1	.....	Mch. 29	.....	Apr. 26
Rotterdam...(arr. Thur.)	.....	Oct. 26	.....	Nov. 23	.....	Dec. 21	Jan. 5	Jan. 18	.....	Feb. 15	.....	Mch. 15	.....	Apr. 12	.....
Antwerp.....(Mon.)	Oct. 16	Oct. 30	Nov. 13	Nov. 27	Dec. 11	Dec. 25	Jan. 8	Jan. 22	Feb. 5	Feb. 19	Mch. 5	Mch. 19	Apr. 2	Apr. 16	Apr. 30
Southampton.....(Tues.)	Oct. 17	Oct. 31	Nov. 14	Nov. 28	Dec. 12	Dec. 26	Jan. 9	Jan. 23	Feb. 6	Feb. 20	Mch. 6	Mch. 20	Apr. 3	Apr. 17	May 1
Gibraltar.....(Sat.)	Oct. 21	Nov. 4	Nov. 18	Dec. 2	Dec. 16	Dec. 30	Jan. 13	Jan. 27	Feb. 10	Feb. 24	Mch. 10	Mch. 24	Apr. 7	Apr. 21	May 5
Genoa...(Wed., 11 a. m.)	Oct. 25	Nov. 8	Nov. 22	Dec. 6	Dec. 20	Jan. 3	Jan. 17	Jan. 31	Feb. 14	Feb. 28	Mch. 14	Mch. 28	Apr. 11	Apr. 25	May 9
Naples(ar. Thur., 9 a. m.)	Oct. 26	Nov. 9	Nov. 23	Dec. 7	Dec. 21	Jan. 4	Jan. 18	Feb. 1	Feb. 15	Mch. 1	Mch. 15	Mch. 29	Apr. 12	Apr. 26	May 10
Naples(lve. Thur., 12 Mdt)	Oct. 26	Nov. 9	Nov. 23	Dec. 7	Dec. 21	Jan. 4	Jan. 18	Feb. 1	Feb. 15	Mch. 1	Mch. 15	Mch. 29	Apr. 12	Apr. 26	May 10
Port Said.....(arr. Mon.)	Oct. 30	Nov. 13	Nov. 27	Dec. 11	Dec. 25	Jan. 8	Jan. 22	Feb. 5	Feb. 19	Mch. 5	Mch. 19	Apr. 3	Apr. 16	Apr. 30	May 14
Suez.....(arr. Tues.)	Oct. 31	Nov. 14	Nov. 28	Dec. 12	Dec. 26	Jan. 9	Jan. 23	Feb. 6	Feb. 20	Mch. 6	Mch. 20	Apr. 4	Apr. 17	May 1	May 15
Aden.....(arr. Sat.)	Nov. 4	Nov. 18	Dec. 2	Dec. 16	Dec. 30	Jan. 13	Jan. 27	Feb. 10	Feb. 24	Mch. 10	Mch. 24	Apr. 7	Apr. 21	May. 5	May 19
Colombo.....(arr.)	Nov. 12	Nov. 26	Dec. 10	Dec. 24	Jan. 7	Jan. 21	Feb. 5	Feb. 19	Mch. 4	Mch. 18	Apr. 1	Apr. 15	Apr. 29	May 13	May 27
Penang.....(arr.)	Nov. 17	Dec. 1	Dec. 15	Dec. 29	Jan. 12	Jan. 26	Feb. 10	Feb. 24	Mch. 9	Mch. 23	Apr. 6	Apr. 20	May 4	May 18	June 1
Singapore.....(arr.)	Nov. 18	Dec. 2	Dec. 16	Dec. 30 1906	Jan. 13	Jan. 27	Feb. 11	Feb. 25	Mch. 10	Mch. 24	Apr. 7	Apr. 21	May 5	May 19	June 2
Hong Kong.....(arr.)	Nov. 24	Dec. 8	Dec. 22	Jan. 5	Jan. 19	Feb. 2	Feb. 17	Mch. 3	Mch. 16	Mch. 30	Apr. 13	Apr. 27	May 11	May 25	June 8
Shanghai {.....(arr.)	Nov. 28	Dec. 12	Dec. 26	Jan. 9	Jan. 23	Feb. 6	Feb. 21	Mch. 7	Mch. 20	Apr. 3	Apr. 17	May 1	May 15	May 29	June 12
Shanghai {.....(lve.)	Nov. 30	Dec. 14	Dec. 28	Jan. 11	Jan. 25	Feb. 8	Feb. 23	Mch. 9	Mch. 22	Apr. 5	Apr. 19	May 3	May 17	May 31	June 14
Nagasaki.....(arr.)	Dec. 1	Dec. 15	Dec. 29	Jan. 12	Jan. 26	Feb. 9	Feb. 24	Mch. 10	Mch. 23	Apr. 6	Apr. 20	May 4	May 18	June 1	June 15
Kobe (Hiogo).....(arr.)	Dec. 3	Dec. 17	Dec. 31	Jan. 14	Jan. 28	Feb. 11	Feb. 26	Mch. 12	Mch. 25	Apr. 8	Apr. 22	May 6	May 20	June 3	June 17
Yokohama.....(arr.)	Dec. 5	Dec. 19	Jan. 2	Jan. 16	Jan. 30	Feb. 13	Feb. 28	Mch. 14	Mch. 27	Apr. 10	Apr. 24	May 8	May 22	June 5	June 19

*Connections made at NAPLES with steamer arriving from New York. Train leaves ALEXANDRIA 3.35 p. m., arriving at CAIRO 7.25 p. m.

Connections made at PENANG for BELAWAN (Deli) and ASAHAN (Sumatra) by steamers of the North German Lloyd; for RANGOON by steamers of the British India S.N. Co.

Connection made at SINGAPORE for SUMATRA (Belowan), ASAHAN, BANGKOK, HONG KONG via Bangkok, NORTH BORNEO (Labuan, Jesselton, Kudat, Sandakan, Lahad-Datu), CELEBES, MOLUKKEN (Macassar, Menado, Sangir Islands, Ternate, Gorontalo), SULU, ZAMBOANGA, ILOILO, CEBU, MANILA (for freight only) by steamers of the North German Lloyd; for BATAVIA, SAMARANG SOERABAYA by steamer of the Kononklijke Paketvaart Maatschappij.

● Connections at HONG KONG for NEW GUINEA, QUEENSLAND and SYDNEY by the Imperial Mail Steamers "Prinz Waldemar," "Prinz Sigismund" and "Willehad," also connection for Manila.

Connection made at SHANGHAI for the YANGSTE RIVER PORTS (Chingkiang, Nanking, Wuhu, Kiukiang, Hankow) also for TSINGTAU, CHEFOO and TIENTSIN.

CHINA LINE. Homeward Bound. 1906.

LEAVES	S. S. Preussen Voy. 324	S. S. Roon Voy. 325	S. S. Bayern Voy. 326	S. S. Gneisenau Voy. 327	S. S. Princess Alice. Voy. 328	S. S. Sachsen. Voy. 329	S. S. Prinz Reg. Luitpold Voy. 330	S. S. Prinz Heinrich Voy. 331	S. S. Prinz Eitel Fried. Voy. 332	S. S. Gneisenau Voy. 333	S. S. Roon Voy. 334	S. S. Preussen Voy. 335	S. S. Zieten. Voy. 336	S. S. Prinzess Alice. Voy. 337	S. S. Bayern Voy. 338
Yokohama.....(Sat.)	Sep. 2	Sep. 16	Sep. 30	Oct. 14	Oct. 28	Nov. 11	Nov. 25	Dec. 9	Dec. 23	Jan. 6	Jan. 20	Feb. 3	Feb. 17	Mch. 3	Mch. 17
Kobe (Hiogo).....(Mon.)	Sep. 4	Sep. 18	Oct. 2	Oct. 16	Oct. 30	Nov. 13	Nov. 27	Dec. 11	Dec. 25	Jan. 8	Jan. 22	Feb. 5	Feb. 19	Mch. 5	Mch. 19
Nagasaki.....(Wed.)	Sep. 6	Sep. 20	Oct. 4	Oct. 18	Nov. 1	Nov. 15	Nov. 29	Dec. 13	Dec. 27	Jan. 10	Jan. 24	Feb. 7	Feb. 21	Mch. 7	Mch. 21
Shanghai {..(arr. Thur.)	Sep. 7	Sep. 21	Oct. 5	Oct. 19	Nov. 2	Nov. 16	Nov. 30	Dec. 14	Dec. 28	Jan. 11	Jan. 25	Feb. 8	Feb. 22	Mch. 8	Mar. 22
Shanghai {....(lve. Sat.)	Sep. 9	Sep. 23	Oct. 7	Oct. 21	Nov. 4	Nov. 18	Dec. 2	Dec. 16	Dec. 30	Jan. 13	Jan. 27	Feb. 10	Feb. 24	Mch. 10	Mch, 24
Hong Kong.....	Sep. 13	Sep. 27	Oct. 11	Oct. 25	Nov. 8	Nov. 22	Dec. 6	De2. 20	Jan. 3	Jan. 17	Jan. 31	Feb. 14	Feb. 28	Mch. 14	Mch. 28
Singapore.....	Sep. 18	Oct. 2	Oct. 16	Oct. 30	Nov. 13	Nov. 27	Dec. 11	Dec. 25	Jan. 8	Jan. 22	Feb. 5	Feb. 19	Mch. 5	Mch. 19	Apr. 2
Penang.....	Sep. 20	Oct. 4	Oct. 18	Nov. 1	Nov. 15	Nov. 29	Dec. 13	Dec. 27	Jan. 10	Jan. 24	Feb. 7	Feb. 21	Mch. 7	Mch. 21	Apr. 4
Colombo.....	Sep. 25	Oct. 8	Oct. 22	Nov. 5	Nov. 19	Dec. 3	Dec. 17	Dec. 31	Jan. 14	Jan. 28	Feb. 11	Feb. 25	Mch. 11	Mch. 25	Apr. 8
Aden.....	Oct. 3	Oct. 15	Oct. 29	Nov. 12	Nov. 26	Dec. 10	Dec. 24	Jan. 7	Jan. 21	Feb. 4	Feb. 18	Mch. 4	Mch. 18	Apr. 1	Apr. 15
Suez.....	Oct. 7	Oct. 19	Nov. 2	Nov. 16	Nov. 30	Dec. 14	Dec. 28	Jan. 11	Jan. 25	Feb. 8	Feb. 22	Mch. 8	Mch. 22	Apr. 5	Apr. 19
Port Said.....(arr.)	Oct. 8	Oct. 21	Nov. 4	Nov. 18	Dec. 2	Dec. 16	Dec. 30 1906	Jan. 13	Jan. 27	Feb. 10	Feb. 24	Mch. 10	Mch. 24	Apr. 7	Apr. 21
Naples.....(arr.)	Oct. 11	Oct. 24	Nov. 7	Nov. 21	Dec. 5	Dec. 19	Jan. 2	Jan. 16	Jan. 30	Feb. 13	Feb. 27	Mch. 13	Mch. 27	Apr. 10	Apr. 24
Naples.....(lve.)	Oct. 12	Oct. 25	Nov. 8	Nov. 22	Dec. 6	Dec. 20	Jan. 3	Jan. 17	Jan. 31	Feb. 14	Feb. 28	Mch. 14	Mch. 28	Apr 11	Apr. 25
Genoa.....(arr.)	Oct. 13	Oct. 26	Nov. 9	Nov. 23	Dec. 7	Dec. 21	Jan. 4	Jan. 18	Feb. 1	Feb. 15	Mch. 1	Mch. 15	Mch. 29	Apr. 12	Apr. 26
Gibraltar.....(arr.)	Oct. 17	Oct. 30	Nov. 13	Nov. 27	Dec. 11	Dec. 25	Jan. 8	Jan. 22	Feb. 5	Feb. 19	Mch. 5	Mch. 19	Apr. 2	Apr. 16	Apr. 30
Southampton.....(arr.)	Oct. 21	Nov. 3	Nov. 17	Dec. 1	Dec. 15	Dec. 29	Jan. 12	Jan. 26	Feb. 9	Feb. 23	Mch. 9	Mch. 23	Apr. 6	Apr. 20	May 4
Antwerp.....(arr.)	Oct. 22	Nov. 4	Nov. 18	Dec. 2	Dec. 16	Dec. 30	Jan. 13	Jan. 27	Feb. 10	Feb. 24	Mch. 10	Mch. 24	Apr. 7	Apr. 21	May. 5
Hamburg.....(arr.)	Oct. 25	.....	Nov. 21	.....	Dec. 19	.....	Jan. 16	.....	Feb. 13	.....	Mch. 13	.....	Apr. 10	.....	May 8
Bremen.....(arr.)	.....	Nov. 7	.....	Dec. 5	.....	Jan. '06	.....	Jan. 30	.....	Feb. 27	.....	Mch. 27	.....	Apr. 24	.....

TIME TABLE

Proposed Sailings of Twin-Screw Steamship "Scheswig" and "Hohenzollern." between Marseilles, Naples, Alexandria and Return.

STEAMERS	MARSEILLES Leave Wednesdays, 3 p. m.	NAPLES Arrive Thursdays	NAPLES Leave Fri., 11 a. m.	ALEXANDRIA Arrive Mondays	ALEXANDRIA Leave Wed., 5 p. m.	NAPLES Arrive Saturdays	NAPLES Leave Sun., 4 p. m.	MARSEILLES Arrive Tuesdays
Hohenzollern.....	December..... 6	Dec. 7	Dec. 8	Dec. 11	Dec. 13	Dec. 16	Dec. 17	Dec.....19
Schleswig.....	December.....13	Dec. 14	Dec. *15	Dec. 18	Dec. 20	Dec. 27	Dec. 30	Jan. '06..... 1
Hohenzollern.....	December.....27	Dec. 28	Dec. 29	Jan. '06, 1	Jan., '06, 3	Jan., '06, 6	Jan., '06 7	Jan..... 9
Schleswig.....	January..... 3	Jan., '06, 4	Jan., '06, 5	Jan. 8	Jan. 10	Jan. 13	Jan. 14	Jan..... 16
Hohenzollern.....	January.....10	Jan. 11	Jan. 12	Jan. 15	Jan. 17	Jan. 20	Jan. 21	Jan.....23
Schleswig.....	January.....17	Jan. 18	Jan. 19	Jan. 22	Jan. 24	Jan. 27	Jan. 28	Jan.....30
Hohenzollern.....	January.....24	Jan. 25	Jan. *26	Jan. 29	Jan. 31	Feb. 3	Feb. 4	Feb..... 6
Schleswig.....	January.....31	Feb. 1	Feb. 2	Feb. 5	Feb. 7	Feb. 10	Feb. 11	Feb.....13
Hohenzollern.....	February..... 7	Feb. 8	Feb. *9	Feb. 12	Feb. 14	Feb. 17	Feb. 18	Feb.....20
Schleswig.....	February.....14	Feb. 15	Feb. *16	Feb. 19	Feb. 21	Feb. 24	Feb. 25	Feb.....27

*Connections made at NAPLES with steamer arriving from New York. Train leaves ALEXANDRIA 3.35 p. m. arriving at CAIRO 7.25 p. m.

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North German Lloyd Steamship Company.

AUSTRALIAN LINE. Outward Bound, 1905.

LEAVES	S. S. Seydlitz Voy. 267	S. S. Friedrich der Grosse Voy. 268	S. S. Bremen Voy. 269	S. S. Scharnhorst Voy. 270	S. S. Darmstadt Voy. 271	S. S. Seylidtz Voy. 272	S. S. Gneisenau Voy. 273	S. S. Gera Voy. 274	S. S. Scharnhorst Voy. 275	S. S. Bulow Voy. 276	S. S. Zieten Voy. 277
Bremen.....(Wed.)	Nov. 29	Dec. 27	Jan. 24	Feb. 21	Mar. 21	Apr. 18	May 16	June 13	July 11	Aug. 8	Sept. 5
Antwerp.....(Sun.)	Dec. 3	Dec. 31	Jan. 28	Feb. 25	Mch. 25	Apr. 22	May 20	June 17	July 15	Aug. 12	Sept. 9
Southampton..(Mon.)	Dec. 4	Jan.'6 1	Jan. 29	Feb. 26	Mch. 26	Apr. 23	May 21	June 18	July 16	Aug. 13	Sept. 10
Genoa..(Tue.,10 a. m.)	Dec. 12	Jan. 9	Feb. 6	Mch. 6	Apr. 3	May 1	May 29	June 26	July 24	Aug. 21	Sept. 18
Naples.(arr.Wed.a.m.)	Dec. 13	Jan. 10	Feb. 7	Mch. 7	Apr. 4	May 2	May 30	June 27	July 25	Aug. 22	Sept. 19
Naples(lv.Wed.10 p.m)	Dec. 13	Jan. 10	Feb. 7	Mch. 7	Apr. 4	May 2	May 30	June 27	July 25	Aug. 22	Sept. 19
Port Said.....(Sun.)	Dec. 17	Jan. 14	Feb. 11	Mch. 11	Apr. 8	May 6	June 3	July 1	July 29	Aug. 26	Sept. 23
Suez.....(Mon.)	Dec. 18	Jan. 15	Feb. 12	Mch. 12	Apr. 9	May 7	June 4	July 2	July 30	Aug. 27	Sept. 24
Aden.....(Sat.)	Dec. 23	Jan. 23	Feb. 17	Mch. 17	Apr. 14	May 12	June 9	July 7	Aug. 4	Sept. 1	Sept. 29
Colombo.....(Sat.)	Dec. 30	Jan. 27	Feb. 24	Mch. 24	Apr. 21	May 19	June 16	July 14	Aug. 11	Sept. 8	Oct. 6
Fremantle.....(Thur.)	Jan.'6 11	Feb. 8	Mch. 8	Apr. 5	May 3	May 31	June 28	July 26	Aug. 23	Sept. 20	Oct. 18
Adelaide.....(Tues.)	Jan. 16	Feb. 13	Mch. 13	Apr. 10	May 8	June 5	July 3	July 31	Aug. 28	Sept. 25	Oct. 23
Melbourne.....(Fri.)	Jan. 19	Feb. 16	Mch. 16	Apr. 13	May 11	June 8	July 6	Aug. 3	Aug. 31	Sept. 28	Oct. 26
Sydney.....(Mon.)	Jan. 22	Feb. 19	Mch. 19	Apr. 16	May 14	June 11	July 9	Aug. 6	Sept. 3	Oct. 1	Oct. 29

The Imperial Mail Steamers "Prinz Waldemar," "Prinz Sigismund" and "Willehad" ply between SYDNEY and QUEENSLAND, NEW GUINEA, HONG KONG and JAPAN.

AUSTRALIAN LINE. Homeward Bound, 1905.

LEAVES	S. S. Barbarossa Voy. 264	S. S. Scharnhorst Voy. 265	S. S. Grosser Kurfurst Voy. 266	S. S. Seydlitz Voy. 267	S. S. Friedrich der Grosse Voy. 268	S. S. Bremen Voy. 269	S. S. Scharnhorst Voy. 270	S. S. Darnstadt Voy. 271	S. S. Seydlitz Voy. 272	S. S. Gneisenau Voy. 273	S. S. Gera Voy. 274	S. S. Scharnhorst Voy. 275	S. S. Bulow Voy. 276
Sydney.....(Sat.)	Nov. 11	Dec. 9	Jan.'6 6	Feb. 3	Mch. 3	Mch. 31	Apr. 28	May 26	June 23	July 21	Aug. 18	Sept. 15	Oct. 13
Melbourne...(arr. Mon.)	Nov. 13	Dec. 11	Jan. 8	Feb. 5	Mch. 5	Apr. 2	Apr. 30	May 28	June 25	July 23	Aug. 20	Sept. 17	Oct. 15
Adelaide...(Sat. 2 p. m.)	Nov. 18	Dec. 16	Jan. 13	Feb. 10	Mch. 10	Apr. 7	May 5	June 2	June 30	July 28	Aug. 25	Sept. 22	Oct. 20
Fremantle.....(Thur.)	Nov. 23	Dec. 21	Jan. 18	Feb. 15	Mch. 15	Apr. 12	May 10	June 7	July 5	Aug. 2	Aug. 30	Sept. 27	Oct. 25
Colombo.....	Dec. 4	Jan.'6 1	Jan. 29	Feb. 26	Mch. 26	Apr. 23	May 21	June 18	July 16	Aug. 13	Sept. 10	Oct. 8	Nov. 5
Aden.....	Dec. 11	Jan. 8	Feb. 5	Mch. 5	Apr. 2	Apr. 30	May 28	June 25	July 23	Aug. 20	Sept. 17	Oct. 15	Nov. 12
Suez.....(arr.)	Dec. 16	Jan. 13	Feb. 10	Mch. 10	Apr. 7	May 5	June 2	June 30	July 28	Aug. 25	Sept. 22	Oct. 20	Nov. 17
Port Said.....(arr.)	Dec. 16	Jan. 13	Feb. 10	Mch. 10	Apr. 7	May 5	June 2	June 30	July 28	Aug. 25	Sept. 22	Oct. 20	Nov. 17
Naples.....(arr.)	Dec. 20	Jan. 17	Feb. 14	Mch. 14	Apr. 11	May 9	June 6	July 4	Aug. 1	Aug. 29	Sept. 26	Oct. 24	Nov. 21
Naples.....(lve.)	Dec. 21	Jan. 18	Feb. 15	Mch. 15	Apr. 12	May 10	June 7	July 5	Aug. 2	Aug. 30	Sept. 27	Oct. 25	Nov. 22
Genoa.....(arr.)	Dec. 22	Jan. 19	Feb. 16	Mch. 16	Apr. 13	May 11	June 8	July 6	Aug. 3	Aug. 31	Sept. 28	Oct. 26	Nov. 25
Southampton.....(arr.)	Dec. 30	Jan. 27	Feb. 24	Mch. 24	Apr. 21	May 19	June 16	July 14	Aug. 11	Sept. 8	Oct. 6	Nov. 3	Dec. 3
Antwerp.....(arr.)	Dec. 31	Jan. 28	Feb. 25	Mch. 25	Apr. 22	May 20	June 17	July 15	Aug. 12	Sept. 9	Oct. 7	Nov. 4	Dec. 4
Bremen.....(arr.)	Jan.'6, 3	Jan. 31	Feb. 28	Mch. 28	Apr. 25	May 23	June 20	July 18	Aug. 15	Sept. 12	Oct. 10	Nov. 7	Dec. 7

NEW GUINEA BRANCH LINE.

BRANCH LINE. Outward Bound, 1905.

LEAVES	S. S. Willehad Voy. 13	S. S. Prinz Waldemar Voy. 14	S. S. Prinz Sigismund Voy. 15	S. S. Willehad Voy. 16
Yokohama.....lvs.	Dec. 2	Dec. 30	Jan. 27	Feb. 24
Kobe (evnetually)arr.	Dec. 3	Dec. 31	Jan. 28	Feb. 25
Hong Kong.....lvs.	Dec. 11	Jan. 8	Feb. 5	Mch. 5
Friedrich Wilhelmshafen. . lvs.	Dec. 22	Jan. 19	Feb. 16	Mch. 16
Herbertshohe and Matupi, eventually Simpsonhafen.. lvs.	Dec. 24	Jan. 21	Feb. 18	Mch. 18
Sydney.....arr.	Jan.'6 3	Jan. 31	Feb. 28	Mch. 28

BRANCH LINE. Homeward Bound, 1905.

LEAVES	S. S. Prinz Waldemar Voy. 14	S. S. Prinz Sigismund Voy. 15	S. S. Willehad Voy. 16
Sydney.....lvs.	Nov. 25	Dec 23	Jan. 20
Herbertshohe and Matupi, eventually Simpsonhafen. lvs.	Dec. 5	Jan. 2	Jan. 30
Friedrich Wilhelmshafen. . lvs.	Dec. 8	Jan. 5	Feb. 2
Hong Kong.....lvs.	Dec. 19	Jan. 16	Feb. 13
Kobe.....arr.	Dec. 24	Jan. 21	Feb. 18
Yokohama.....arr.	Dec. 26	Jan. 23	Feb. 20

Every three months a steamer will ply between Friedrich-Wilhelmshafen and Stephansort, Finschhafen (Langemackbucht) Potsdamhafen and Tamara Seleo). Eventually Melbourne, Newcastle, N. S. W., Brisbane, Keppel Bay (Rockhampton), Townsville, Cairns, Moresby, Samanai, Woodlark, Manila and Moji may be called at.

The sailing dates will be observed as much as possible; however in intermediate ports arrivals and departures may take place earlier or later than stated above, according to circumstances.

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North German Lloyd Steamship Company.

BREMEN TO SOUTH AMERICA.

RIVER PLATE LINE.

Bremen—Montevideo and Buenos Ayres, via Antwerp, Coruna, Villagarcia, or Vigo.

STEAMERS	FROM Bremen	FROM Antwerp	FROM Coruna
(1) **Darmstadt**	Nov. 4	Nov. 8	Nov. 11
(1) **Helgoland**	Nov. 18	Nov. 22	Nov. 25
(1) **Borkum**	Dec. 2	Dec. 6	Dec. 9
(1) **Norderney**	Dec. 16	Dec. 20	Dec. 23
(2) **Marburg**	Dec. 30	Jan,'06 3	.....

(1) Carry a limited number of Second Cabin passengers, Steerage Passengers and freight.
(2) Carry freight only—no passengers.

BRAZIL LINE.

Bremen—Pernambuco, Bahia, Rio de Janeiro and Santos, via Antwerp & **Leixoes** / **Oporto**, and Lisbon event, Madeira (Funchal.)

STEAMERS	FROM Bremen	FROM Antwerp	FROM Leixoes, Oporto	FROM Lisbon.
Crefold ‖*‡	Nov. 11	Nov. 15	Nov. 20	Nov. 21
Aachen ¶	Nov. 25	Nov. 29	Dec. 4	Dec. 5
Wittenberg ‖†	Dec. 9	Dec. 13	Dec. 18	Dec. 19
Heidelberg ¶	Dec. 23	Dec. 27	Jan.1,'06	Jan.2,'06

Steamers carry Steerage passengers and a limited number of Second Cabin passengers, also freight.
‖**Via Pernambuco, Rio de Janeiro and Santos.**
¶**Via Bahia, Rio de Janeiro and Santos.**
*Also Maceo.
‡Also Sao Francisco (South Brazil). Route: Rio, Sao Francisco, Santos.
†S. S. Wittenberg carries only Steerage passengers and freight.
Connections for freight made with steamers at **Paranagua, Sao Francisco, Desterro and Rio Grande do Sul.**

CUBA LINE.

Bremen, Antwerp, Coruna event, Vigo or Villagarcia to Havana, Cienfugos and Manzanillo.

STEAMERS	FROM Bremen	FROM Antwerp	FROM Coruna
Mainz	Oct. 14	Oct. 18	Oct. 21
Halle	Nov. 14	Nov. 18	Nov. 21

These Steamers carry Steerage passengers, cargo and a limited number of Second Cabin passengers.

GALVESTON LINE.

Bremen—Galveston, via New York or Baltimore.

STEAMERS	FROM Bremen	STEAMERS	FROM Bremen
Frankfurt*	Nov. 16	**Hannovert**	Dec. 30
Koln*	Dec. 7	**Koln***	Feb.1,'06

*Via Baltimore.
†Via New York.
These steamers carry Steerage passengers, cargo and a limited number of Second Cabin passengers.

NORTH GERMAN LLOYD FLEET.

Twin-Screw Express Steamships.

	Horsepower	Tons		Horsepower	Tons
Kaiser Wilhelm II.	40,000	19,500	Kaiser Wilhelm der Grosse.	28,000	14,349
Kronprinz Wilhelm	35,000	14,908			

Fast Mail Steamship.

	Horsepower	Tons
Hohenzollern	7,500	6,668

Twin-Screw Passenger Steamships—Barbarossa Class.

	Horsepower	Tons		Horsepower	Tons
Grosser Kurfuerst	9,700	13,182	Koenig Albert	9,000	10,643
Barbarossa	7,000	10,915	Bremen	8,000	11,570
Koenigin Luise	7,000	10,711	Prinzess Irene	9,000	10,881
Friedrich der Grosse.	7,200	10,695	Prinzess Alice	9,000	10,881

Twin-Screw Steamships.

	Horsepower	Tons		Horsepower	Tons
Rhein	5,500	10,058	Frankfurt	3,200	7,431
Neckar	6,000	9,835	Koeln	3,200	7,410
Hannover	3,200	7,305	Prinz Heinrich	5,500	6,263
Prinz Reg. Luitpold	5,500	6,288	Mainz	1,500	3,204
Wittekind	2,500	5,640	Coblenz	1,500	3,169
Cassel	3,400	7,543	Breslau	3,400	7,524
Chemnitz	3,200	7,542	Brandenburg	3,200	7,533
Willehad	2,500	2,761	Schleswig	4,500	7,000
Zieten	5,000	7,000	Scharnhorst	5,000	7,000
Roon	5,000	7,000	Gneissenau	5,000	7,000
Seydlitz	5,000	7,000	Prinz Waldemar	2,100	3,300
Main	5,500	10,067	Prinz Sigismund	2,100	3,300

Imperial Mail and Regular Service Steamships.

	Horsepower	Tons		Horsepower	Tons
Preussen	3,800	5,295	Karlsruhe	4,200	5,057
Stuttgart	3,200	5,048	Bayern	3,800	5,034
Sachsen	3,800	5,026	Oldenburg	3,200	5,000
Darmstadt	3,200	5,012	Gera	3,200	5,005
Freiburg	2,700	5,965	Marburg	2,700	5,967
Weimar	3,200	4,996	Wuerzburg	2,400	5,085
Erlangen	2,600	4,963	Halle	2,200	3,968
Bonn	2,200	3,969	Crefeld	1,900	3,829
Aachen	1,900	3,333	Roland	2,000	3,608
Wittenberg	1,300	3,689	Sumatra	350	584
Heidelberg	1,800	3,372	Seeadler	950	532
Nixe	2,000	843	Helgoland	2,000	5,685
Najade	1,600	700	Borkum	2,000	5,649
Norderney	2,000	5,486	Glueckauf	1,000	736

Training Vessels—Sailing Ships.

	Tons		Tons
Herzogin Sophie Charlotte	2,581	Herzogin Cecilie	3,200

	Horsepower	Tons
Indo Chinese Coasting Service, 49 steamers	40,950	67,616
River Steamers, 44 steamers	9,685	5,016
147 Lighters	.....	32,451
Total	432,095	587,070

THROUGH TICKETS
ISSUED BY
NORTH GERMAN LLOYD STEAMERS.

CHINA AND JAPAN.—From Bremen and Hamburg, Antwerp, Rotterdam (outward bound), Southampton, Gibraltar, Genoa, Naples, Port Said, Suez, Aden, Colombo, Penang, Singapore, Hong Kong, Shanghai, Nagasaki, Hiogo (Kobe) and Yokohama.
Connections at Penang for Sumatra and Rangoon. At Singapore for Sumatra, Bangkok, Borneo and Manila, for Batavia, Samarang, Soerabaya. For Batavia, Macassar, New Guinea, Queensland and Sydney.
AUSTRALIAN LINE.—Between Bremen, Antwerp, Southampton, Genoa, Naples, Port Said, Suez, Aden, Colombo, Fremantle, Adelaide, Melbourne and Sydney.
Connections at Sydney for Queensland, New Guinea, Macassar, Batavia and Singapore.
FROM BREMEN AND ANTWERP by North German Lloyd to Southampton, Coruna, Vigo, Villagarcia or Madeira (Funchal), Montevideo and Buenos **Ayres.**

DIRECT CONNECTIONS FROM GENOA AND NAPLES to Egypt and the East by the North German Lloyd Imperial Mail Steamers.
PASSENGERS ARE ALLOWED TO STOP OVER at all intermediate ports and to continue voyage without extra charge on any later steamer on which there may be room available, and in such accommodation as may be vacant.

BAGGAGE.

The North German Lloyd and their representatives cannot undertake the forwarding of baggage on arrival at Gibraltar and Naples. Passengers should apply to forwarding agents in these cities.
The North German Lloyd has established a special Baggage Bureau at Genoa, (No. 10 Piazza San Siro), for the purpose of storing baggage or forwarding baggage belonging to the passengers on board of the steamers of the New York Mediterranean Service, as also of the Australian and China Service.
The attention of passengers is drawn to the fact that there is only a very small allowance made for baggage by the Continental Railroads in Europe and the charge made for excess of baggage beyond the limit is very high. The traveler in Europe will therefore do well to limit the amount of his baggage as much as possible.

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AGENTS OF THE NORTH GERMAN LLOYD S. S. CO.

Place:	Name and letter address:	Telegrahpic address:
BREMEN	NORTH GERMAN LLOYD, Papenstr, 5-6	LLOYD, BREMEN
LONDON	KELLER, WALLIS & CO., 14 Cockspur St., Charing Cross, S. W.	NORDLLOYD, LONDON
LONDON	KELLER, WALLIS & CO., 2 King William Street, City, E. C.	RELLEK, LONDON.
	CABIN BOOKING OFFICES	
Berlin	J. V. MESSMER-SELDERN, Hotel Bristol, Unter den Linden, 5-6	Nordlloyd, Berlin.
Vienna	CAPT. A. FERNICAL, Grand Hotel, 9 Kärtnes Ring	Nordlloyd, Vienna.
Paris	NORTH GERMAN LLOYD, 2 Rue Scribe.	Nordlloyd, Paris
Aarau	Hans Gerber, Hotel Gerber-Terminus	
Aix-La-Chapelle (Aachen)	Cabin Booking office, Kurinspector E. Leuchter,	Kurinspector, Aachen.
Alexandria	C. H. Schoeller. Cleapatra Lane.	Nordlloyd, Alexandria.
Algiers	Thomas Cook & Son. (drinkkade.	Cook, Algiers.
Amsterdam	Wm. H. Muller & Co., 183 Prinz Hen-	Nordlloyd, Amsterdam.
Antwerp	Von Bary & Co., Place de Meir 23.	Nordlloyd, Antwerpen.
Aschaffenburg	M. S. Bustelli's Nachfolger (H. G. Koh	Nordlloyd, Aschaffenburg
Augsburg	Theodor Muhlschlegel. (ler)	
Baden-Baden	F. C. Joerger, Leopoldspaltz.	Bankhaus, Joerger.
Bad Ems	L. J. Kirchberger.	
Bad Kissingen	Friedrich Feustel.	Feustel, Kissengen.
Bad Kissingen	A. Lowenthal, Jr.	Bankgeschaft Lowenthal.
Bad Nauheim	H. Heinrich, Schuckhardt's Pvt. Hotel Bank Agent of Kock, Lauteren & Co.	Heinrich, Bad Nauheim.
Barcelona	Guillermo Schipper, 6 Paseo de Colon.	
Barmen	Rudolf Dahl, 12 Altermarkt.	Nordlloyd, Barmen.
Basel	Conrad Schneebeli, 54 Elizabethen St.	Schneebeli, Basel.
Bergen	J. C. R. Bruenech & Son.	
Berlin	F. Montanus, Invalidenstr, 93 N. W.	Supercargo, Berlin.
Berne	Kebrli & Oeler.	
Beyrout	Weber & Co.	Weber Co., Beyrout.
Bonn a. Rh	Heinr. Brinck, Markt 29.	Brinck, Markt Bonn.
Braunschweig	Carl Camehn, Bohlweg 16.	Carl Camehn, Braunschw
Breslau	Capt. von Kloch, Ring 17, Becherseite	Nordlloyd, Breslau. (eig
Brussels	Passage Bureau des Norddeutschen Lloyd, 21-23 Boulevard Anspach.	Nordlloyd, Brussell.
Cairo	Otto Sterzing, Opernplatz.	Nordlloyd, Cairo.
Carlsbad	Rudolf Mayer, Reisebureau.	Nordlloyd, Carlsbad.
Cassel(Hessen)	Aug. Pechmann, Kolnischester 16	Pechmann, Cassel.
Chemnitz	A. Hauptmann, Theaterstr, 27	Nordlloyd, Chemnitz.
Christiania	Arntzen & Co., Carl Johans Gade.	
Christianssand	Oluf A. S. Bellessen.	
Cherbourg	LePont & Fils, 46 Quai de Alexandre	Nordlloyd, Cherbourg.
Coblenz	Guido Erxleben. (III.	
Cologne		
Koln a. R)	W. Lippmann, Domkloster 1.	Nordlloyd, Kolnrhein.
Constance	Macaire & Cie, Bankers, Insel Hotel.	Marcaire, Konstanz.
Copenhagen	Norddeutscher Lloyd, Nv Ostergade,1	Nordlloyd, Copenhagen.
Crefeld	Andre Weis, Elisabethstr. 59-61.	Nordlloyd, Crefeld.
Darmstadt	Anton Fischer, Frankfurterst, 12-14.	Anton Fischer, Darmstad
Davos-Platz	Emil Sartory.	Davosphatz.
Dortmund	Otto zur Hellen, Konigshol 7.	OttoZurhellen,Dortmund
Dresden	Fr. Bremermann, Pragerstrasse 49 nachst Hauptbahnhof.	Nordlloyd, Dresden.
Dronthem	Albrecht W. Selmer.	
Duisburg	Karl Schroers, 92-98 Ruhrorterstr.	Nordlloyd, Duisberg. dor
Dusseldorf	Jos. Wolf, Wilhelmsplatz, II.	Wolf,Wilhelmsplatz,Dus.
Erfurt	Paul Schneider, Gartenstrasse, 62d.	Lloydagentus, Erfurtdorf
Frankfort a.m.	Chr. Emil Derschow, Kaiserstr, 14.	Nordlloyd, Frankfurt-Main.
Freiburg Bd'n	Ed. Hebting. (nabuorni.	
Florence	French, Lemon & Co., 2-4 Via Tor-	
Florence	Passage Bureau Florence, J. C. Ebnabuoni.	
Florence	Norddeutscher Lloyd, 17 Via Firenze	
Geneva	A. Bocquin & Co., 22 Rue Montblanc.	Nordlloyd, Geneva.
GENOA	LEUPOLD BROS., 10 Plaza, San Sire	Nordlloyd, Genoa.
Gera Reuss	Bauer & Anders, Sorge, 14.	
GIBRALTAR	JOHN ONETTI & SONS.	Nordlloyd, Gibraltar.
Gotha	Hermann Lohberger, 31 Schwabhauserstrasse.	Creditreform, Gotha.
Gothenburg	Flach & Wimnell,Sodra Hamgantan51	Nordlloyd, Gothenburg.
Hamburg	Wilhelm Lazarus, 4 Rolandsbrucke.	Nordlloyd, Hamburg.
Hamburg	Robert M. Sloman, Jr.	
Hanover	Wilhelm Berkhan, Georgstrasse, 39.	Nordlloyd, Hannover.
Havana (Cuba)	Schwab & Tilman	Nordlloyd, Havana.
Havre	Michell & Kimball, 26 Rue des Viviers.	Nordlloyd, Havre. (hoehe
Homburg H'e	Wilh, Nagel, Jr. (in Tirol.	Reisebureau, Homburg-
Innsbruck	Landesverbandes fur Fremdenverkehr	Landesverband, Inns-
Interlaken	Volksbank.	(bruck.
Jena	Wilh. Sieber, Neugasse 26.	
Karlsruhe B'd	Fr. Kern, Erbprinzenstrasse 6.	Nordlloyd, Karlsruhe-
Keil	John Spiering.	Nordlloyd, Kiel (baden.
Kreuznach	C. F. Eccardt, Kloster-Kellerei.	Eccardt, Kreuznach.
Lausanne	Dubois Freres. (Platz	Duboirnou, Lausanne.
Leipsic	E. Wellbrock, Georgiring 1, Augustus-	Nordlloyd, Leipzig
Lille (France)	Agence Lubin, 37 Rue Faidherbe.	
Lucerne	Frey & Suchsland, Hotel Schweizerhof.	Nordlloyd, Lucerne.
Ludwigshafen a. Rhein	Peter Rixius.	Peter Rixius, Ludwigshafenhein.
Ludwigshafen a. Rhein	Wilh. Johann.	rhein. Johann, Ludwigshafen-
Lugano	Banque de la Suisse Italienne.	
Madrid	Carlos de Cardona, 11 Calle Arrieta.	
Mainz	L. Lyssenhop & Co., Kaiserstrasse 38.	Nordlloyd, Mainz.
Malta	A. Duncan & Co.	Duncan, Malta.
Mannheim	Ph. Jac. Eglinger, O 7, No. 22.	Eglinger sen., Mannheim.
Madgeburg	W. Vockeroh, 9 Wilhelmstr.	Vockeroh,Wilhelmstr.(se.
Marburg a. L'n	Carl Schneider, Bahnhofstr, 10.	Lloyd Marburg, Bez. Cas-
Marseilles	William Carr, 4 Rue Beauvau.	Nordlloyd, Marselles.
Meran, Tyrol	S. Potzelberger, Pfarrphatz.	Potzelberger, Meran.
Messina	Peirce Brothers.	Pierce Brothers, Messina.
Milan	Gio-Corr. Meiss.	Nordlloyd, Milan.
Monte Carlo	Comptoir National d'Escompte, Immeuble Smiths Bank.	Comptonia, Montecarlo.
Montreux	F. Rolli.	
Munich	H. G. Kohler, Promenadenplatz 19, Hotel Boyerischer Hof.	Nordlloyd, Munchen.
Munich	Danler & Co., Bayerstr. 27.	Danler, Munchen.
Muenster, I.W	H. Coenen, Konigstrasse, 8.	Coenin, Munster.
NAPLES	ASELMEYER & CO., Corso Re Umberto (Rettifilo) No. 6.	Nordlloyd, Naples.
Nice	Norddeutscher Lloyd, 14 Avenue Felix Faure.	Nordlloyd, Nice.
Nordhausen	Carl Eene, Jr.	Eine, Jr., Nordhausen.
Nurnberg	Albert Bernhold.	AlbertBernhold,Nurnberg
Offenburg	August Hund.	A. Hund, Effenburg (Baden
Oldenb'g, i. Gr	Edw. Meiners.	
Osnabruck	Wm. Nordhaus, 3 Brockmauer.	
Ostend	Agence Maritime.	Nordlloyd, Ostend.
Palermo	Angelo Tagliavia & Figi.	Angelo, Palermo.
Paris	Armstrong & Co-, 19 Rue Scribe.	Germanicus, Paris.
Piraeus	Roth & Co.	Roth, Piraeus.
Plymouth	Keller, Wallis & Co.	Keller, Plymouth.
Plymouth	Orlando Davis & Co., 53 Southside S.	Orlando, Plymouth.
Port Said	H. Bronn.	Nordlloyd, Portsaid.
Prag	Norddeutscher Lloyd,8 Hybernergasse	Nordlloyd, Prag.
Rome	North German Lloyd Pas'ger Bureau.	
	J. E. Anniser, 395-396 Corso Umberts1	Nordlloyd, Rome.
Rome	French, Lemon & Co., 40 Piazza d.	
Rotterdam	W. H. Muller & Co. (Spagnai.	
Southampton	Keller, Wallis & Co., Canute Road.	Keller, Southampton.
St. Gall	Alfred Gahwiller, 30 Vadianstr.	
St. Moritz	G. E. Rocco.	
Stavanger	Fred. Wattne.	
Stockholm	Nordisk Reisebureau.	Reisebureau Stockholm.
Strassburg(Els)	Ch. Staehling, L. Valentin & Co.	Staechling Valentin Strassburgels.
Strassburg(Els)	Eugen Konig, Verkehrs Bureau, 13 Kussstrasse. (str.	Verkehrsbureau Strassbu.
Stuttgart	Passage Bureau Rominger, 35 Konig-	Nordlloyd, Stuttgart.
Suez	Th. Meyer.	Nordlloyd, Suez.
Thun	H. Lanz. Banhof.	Lanz, Thun.
Trieste	Kuchler & Co., Via Galileo.	Kuchler, Trieste.
Venice	Fischer & Rechsteiner, Nachfig.	Fischer,Rechsteiner, Ven-
VeVey	Edmond de la Harpe.	Nordlloyd, Vevey. (ice.
Weimar	S. Saal. (C. G. Kastner's Nachi.)	Saal, Bankgeschaft, Wei.
Wiesbaden	J. Chr. Glucklich, Wilhelmstrasse 50.	Glucklich, Wiesbaden.
Winterthur	Otto Muggli.	
Worms	Christ Berg.	Christ. Berg, Worms.
Wurzburg	V. A. Fischer, Domstrasse 60.	Hoflieferant,Fischer Wurzburg.
Zermatt(Switz)	J. MARTI.	
Zurich	H. Meiss, 40 Bahnhofstr.	Nordlloyd, Zurich.
NEW YORK	OELRICHS & CO., 5 Broadway.	Nordloyd, New York.
CHICAGO	H. CLASSENIUS & CO., 95 Dearborn Street.	Clausenius, Chicago.
San Francisco	ROBERT CAPELLE, 140 Montgomery St.	Capelle, San Francisco.

Passengers can also be booked through the various agencies of Messrs THOS. COOK & SON, London; Messrs. SCHENKER & Co. (Reisebureau), VIENNA and their various branches.

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NORTH GERMAN LLOYD S. S. CO.

INFORMATION FOR PASSENGERS

STATEROOMS.

It is always advisable to apply early for accommodations, especially during the traveling season.

It is customary to pay a deposit of 25 per cent. of the passage money. This payment secures the berth up to three weeks prior to the sailing, at which time the full amount of passage must be paid.

The staterooms for the first-cabin passengers are spacious, airy and comfortable, painted in white enamel, with fittings in walnut. The lower berths in the majority of the outside staterooms are so arranged that they can be extended to form a double berth and accommodate two persons. The upper berth can be pushed back out of the way similar to an upper berth in a Pullman car. The sofas are wide, and large enough to be used as beds, if required; a whole family frequently find one of these rooms ample for their needs, but, to specially provide for large families or parties, a number of staterooms are arranged **en suite.**

All staterooms are furnished with toilet conveniences, and electric bells are in communication with the steward's department, thus insuring prompt service.

Plans and diagrams, showing the interior arrangements of the various steamers are constantly kept on hand, and will be sent on application.

Rooms are not sold for less than two fares.

Children under 10 years of age are taken for half rate. One person desiring a room for exclusive use will be charged two fares. Infants under one year are free. Servants are berthed in special rooms (servants' quarters) and pay servants' rates, Servants booked in second cabin, at second cabin rates **are not allowed** access to first cabin.

RETURN ACCOMMODATION

from Southampton, London, Cherbourg, Paris, Bremen, Genoa, Naples or Gibraltar can be engaged through **Oelrichs & Co.**, New York, either by letter or cable, the latter at passenger's expense. An allotment of rooms on steamers during the autumn return sailings, is held at the New York office.

When return accommodations are engaged in New York for passengers from the other side, the total amount of passage money must be paid before the passenger's departure from New York.

If a passenger is prevented from using the steamer engaged for, a suitable transfer can be arranged with the North German Lloyd Bremen, on several weeks' notice.

IMPORTANT INFORMATION FOR PASSENGERS RELATING TO BAGGAGE ABROAD.

The Customs Examination of all baggage belonging to passengers for **BREMEN** usually takes place in the passengers' Waiting Hall of the North German Lloyd at Bremerhaven, directly after disembarking.

After the Customs examination, passengers are conveyed by special train to Bremen, where their baggage is delivered to them about one hour afterward, in the North German Lloyd's Baggage Hall (situated directly in the vicinity of the Central Railway Station), on presentation of baggage checks received at New York or on board.

If, however, the steamer should enter the Weser River in the evening, so that the Customs examination of the whole of the baggage in Bremerhaven and the forwarding of the passengers and their baggage cannot be effected with certainty on the same day, then the passengers and their HAND-baggage will be at once landed at Bremerhaven and after the latter has been examined, conveyed to Bremen.

After departure from Southampton or Plymouth passengers will be informed where the Customs examination will be held, and should be the latter take place in Bremen, will be requested to take with them only THE MOST NECESSARY ARTICLES for the night's stay, to expedite their despatch from Bremerhaven to Bremen.

The remaining baggage will follow to Bremen during the night, where the Customs examination will take place on the following day in Shed No. 8 at the Station near the Breitenweg and near the Central Station and the principal Hotels.

The Customs Office is open from April 1st to September 30th from 7 A. M. to noon; from 2 P. M. to 7 P. M.; from October 1st to March 31st, from 8 A. M. to noon; from 2 P. M. to 7 P. M.

This arrangement affords passengers the advantage of being able to leave the steamer under any circumstances as soon as the voyage is at an end, and to catch the most convenient trains, which leave Bremen on the following morning at about ten o'clock for any destination.

A reliable Express Company (**Kamena & Co.'s Baggage Express**) undertakes the despatch of baggage in Bremen from the Lloyd Baggage Hall or Customs examination depot, near the Breitenweg, to the Central Railway Station, or to hotels and private dwellings in the town, at a charge of M.0.50 for each piece of baggage.

Passengers desirous of continuing their journey from Bremen as speedily as possible can catch the night trains from Bremen. In this case they must hand over their non-examined baggage to the Baggage officer on board or to our Baggage officer in Bremerhaven or Bremen, to be sent on afterward in bond (see Transfer of Baggage).

On landing at **CHERBOURG** passengers' **HAND** baggage is at once examined by the Customs officials on the landing stage. The Customs examination of the rest of the baggage of those passengers traveling to Paris takes place on arrival of the "Lloyd Express" at the St. Lazare Station in Paris.

The Customs examination of all passengers' baggage landed at **PLYMOUTH** takes place directly after disembarkment.

TRANSFER AND STORAGE OF BAGGAGE.

1. Baggage can be sent in bond to any place in the interior having a customhouse Passengers desiring to have their baggage forwarded in bond to its destination must apply to the Baggage officer on board or to our Baggage offices in Bremerhaven or Bremen.

2. Passengers wanting to have their baggage forwarded by freight to the interior after Customs examination in Bremerhaven or Bremen has taken place, are also advised to apply to the Baggage officer on board or to our Baggage offices in Bremerhaven or Bremen.

3. Baggage, steamer chairs, etc., can be delivered for **Storage** to the Baggage officer on board or to our Baggage offices in Bremerhaven or Bremen against their receipt.

The following charges will be made: 1. For **Transfer**, 25 cts. (M.1.) for each piece of baggage, but not more than $1.50 (6M.) for baggage on one receipt. Railway freight, Customs fees cartage, etc., will be charged in addition. 2. For **Storage** (including fire insurance), 25 cts. (M. 1.) for each piece of baggage for six months.

On the railways in Northern Germany only an allowance of 25 kgm. (50 lbs.) for one adult is made, while there is no allowance of free baggage on the lines in Southern Germany, Switzerland and Austria.

Very high rates are charged for excess baggage. It amounts, on an average, to double or treble that charged for Express (Eilgut) and four to six fold that of slow freight.

Baggage sent as Express (Eilgut) within Germany should reach its destination from Bremen in one or two days, according to the distance; baggage sent to Austria and Switzerland usually takes about two to four days from Bremen (inclusive of delay owing to Customs examination).

For all further information apply to the Baggage officer on board or to the Baggage office in Bremen.

Any inquiries or directions for the delivery or despatching of stored articles must be accompanied by the baggage receipt and addressed to the **NORTH GERMAN LLOYD BAGGAGE DEPARTMENT, BREMEN.**

BAGGAGE ABOARD SHIP.

Steamer trunks should be about 12 inches deep, and of the usual width and length, to enable them to go under the sofas in the staterooms. All baggage must be marked with name of passenger and steamer. Baggage required during the voyage should be marked "Wanted" and baggage that is not required should be labelled "Not wanted." Baggage tags and labels, printed for the purpose, will be supplied upon request at the various agencies of the company or at the Docks. Cabin passengers are allowed twenty cubic feet of baggage free of charge. Bicycles must be crated and will be carried for $2.50 each. Baggage may be sent to the Norddeutscher Lloyd Piers, two days before sailing. It will be kept in the company's baggage room until the passenger's arrival. Before boarding the steamer a check for each piece of baggage should be claimed from the baggage master on the pier.

Sea trunks can be stored at the port of debarkation, but the names should be **plainly marked.** Trunks so stored are at the risk of the owner; the North German Lloyd Steamship Company assumes no responsibility for them.

NO OVERCROWDING.

The number of passengers on these steamers is limited to the seating capacity on the saloon. All passengers are served at one sitting.

TOURISTS TO SWITZERLAND.

The North German Lloyd S. S. Co. maintains its own **General Agency** for Switzerland, **in Zurich,** 40 Bahnhofstrasse (H. Meiss, General Agent). In connection with this office sub-agencies have been opened in the principal places of Switzerland.

Intending passengers addressing inquiries or orders to Mr. H. Meiss, or to the sub-agencies, will receive immediate attention by letter or telegraph. Berths and cabins offered and reserved by telegraph without extra charge. Baggage sent on board direct without examination at the frontier.

At these offices passengers intending to obtain accommodations on steamers of the North German Lloyd Steamship Company can engage their passage and can be furnished with all the information that they desire. The above agents are at the same time forwarding agents, and will despatch passengers' baggage direct to the port of embarkation at passengers risk.

EGYPT AND THE ORIENT.

Connections can be made at Genoa and Naples with the North German Lloyd Imperial Mail Steamers that call at these ports on their way to Egypt India, China, Japan and Australia. The ships in this service are magnificent types of the most modern construction. The chief characteristic, after their size and solidity is their great comfort, which pervades all their interior arrangements and furnishing. The staterooms, dining saloons, and drawing and smoking rooms are usually large and complete.

The Eastern service can be particularly recommended to tourists who desire to spend the winter months in Egypt. The steamers of this Eastern service are specially constructed for the tropics and provided with all the comforts and luxuries of the Transatlantic Express steamers.

They leave Genoa three times a month and make the run to Port Said in about four days and a half. From Port Said, Ismailia can be reached by mail in two hours, and from Ismailia the railroad conveys the traveler to Cairo comfortably and quickly.

NAPLES—SORRENTO—CAPRI—SORRENTO—NAPLES

The Societa Napoletana maintain a daily service in connection with the North German Lloyd Line at Naples to Sorrento, Capri, The Blue Grotto, Capri, Sorentro and return to Naples. The steamers of the Societa Napoletana leave Naples at 9 A. M., arriving at Sorrento at 10.20 A. M., arriving at Capri at 11.10 A. M., arriving at the Blue Grotto at 11.20 A. M., leaving the Blue Grotto at 12 M., arriving at Capri at 12.10 P. M. These steamers return from Capri for Naples at 4 P. M., arriving at Sorrento at 4.55 P. M. and arriving at Naples (Santa Lucia), at 6 P. M.

The steamers of this company are fitted with every convenience for Cabin Passengers and are provided with an excellent dining service, ladies' saloon and a smoking room.

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NORTH GERMAN LLOYD S. S. CO.

was founded in the year of 1857 and has carried since that time more than

THREE MILLION PASSENGERS

The lines operated by the company are

BREMEN, SOUTHAMPTON CHERBOURG, NEW YORK
NEW YORK, PLYMOUTH, CHERBOURG BREMEN

From BREMEN,
Express Steamer leaves on Tuesday.
Twin-Screw Passenger Steamer Saturdays.

From SOUTHAMPTON,
Express Steamer leaves on Wednesday.
Twin-Screw Passenger Steamer, fornightly, Sundays.

From CHERBOURG,
Express Steamer leaves on Wednesday.
Twin-Screw Passenger Steamer, fornightly, Sundays.

From NEW YORK,
Express Steamer leaves on Tuesday.
Twin-Screw Passenger Steamer Thursdays.

NEW YORK, GIBRALTAR, NAPLES, GENOA (Express Service).
Saturdays.
MARSEILLES NAPLES AND ALEXANDRIA.
Fridays.
BREMEN AND BALTIMORE DIRECT,
Every Thursday.
BREMEN ANTWERP, CORUNA, VIGO, HAVANA, CIENFUEGOS AND MANZANILLA.
Every fortnight.
BREMEN, GALVESTON, DIRECT.
Monthly.

BRAZIL LINE.—Bremen, Antwerp, Leixoes (Oporto), Lisbon, eventually Madeira, Bahia, Pernambuco, Rio de Janeiro, (Santos). Connections made for Paranagua, Sao Francisco, Desterro and Rio Grande do Sul. Monthly.

RIVER PLATE LINE.—Bremen, Antwerp, Coruna, Vigo or Villagarcia (Funchal), Montevideo and Buenos Ayres. Every fourteen days.

CHINA AND JAPAN.—Bremen and Hamburg, Antwerp, Rotterdam (outward bound), Southampton, Gibraltar, Genoa Naples, Port Said, Suez, Aden, Colombo, Penang, Singapore, Hong Kong, Shanghai, Nagasaki, Hiogo (Kobe) and Yokohama. Every fortnight.

Connections at Penang for Sumatra and Rangoon. At Singapore for Sumatra Bangkok, Borneo and Manila for Batavia, Samarang Soerabaya. For Batavia, Macassar, New Guinea, Queensland and Sydney.

AUSTRALIAN LINE.—Bremen, Antwerp, Southampton, Genoa, Naples, Port Said, Suez, Aden, Colombo, Fremantle, Adelaide, Melbourne and Sydney. Monthly.

Connections at Sydney for Queensland, New Guinea, Macassar, Batavia and Singapore.

CONSULT SPECIAL SAILING LIST

WOMAN'S STATUS IN RUSSIA.

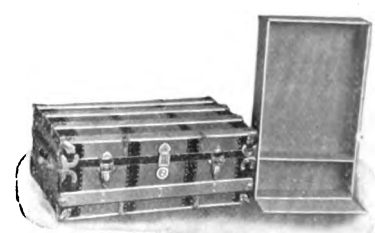
"About ten years ago," wrote an American woman recently, "I met a Russian lady of rank and wealth who congratulated me on being a citizen of a republic. As my allegiance to my sex is greater than it is to any theory ever established by men, I replied that I could not see that a citizen of a republic was a matter for any woman to be congratulated on. She was amazed at this and asked me for an explanation, whereupon I asserted that I was confident that our sex had not fared so badly, either politically or legally, at the hands of the Russian government as to the hands of the United States republic.

"Each of us wagered that the other was wrong, and to settle the question we agreed to gather certain data concerning women in our respective countries. We found that, while in America millions of wives had had no individual control over their property for about two centuries, every wife in Russia had been the legal mistress of her own fortune; that while every woman householder in Russia had had the right to vote on all municipal matters for several centuries, millions of women in the American republic had no such rights: that 9,000 wives were deserted by husbands in the republic to 500 in Russia; that thousands of tiny girls were employed in factories in the republic, while no little girls can be legally employed in Russian factories."—Century Past.

NEW YORK'S MOST MODERN HOTEL.

The new Hotel Astor, located in Longacre Square, New York's new uptown social and theatrical center, is an important addition to the great hotels of the American metropolis. Enormous in size—facing on three streets, Forty-fourth Street, Broadway and Forty-fifth Street—equipped with every modern appliance and with lavish luxuriousness, it is indeed a palatial hotel; built in the latest and most approved style of fireproof construction, it can consistently claim to be the most thoroughly fireproof hotel in New York. The public rooms are all of great size and are luxurious in their appointments; the suites and guest rooms have been furnished without regard to expense; electric lights, call bells, local and long-distance telephones, private baths, etc., ensure comfort to the occupant; temperature and ventilation are automatically regulated and the cuisine and service are maintained at the highest standard of efficiency.

In the Vatican library there is a treatise on dragons, a manuscript in a single roll 300 feet long and a foot wide, the material of which is said to be the tanned intestines of a great dragon.



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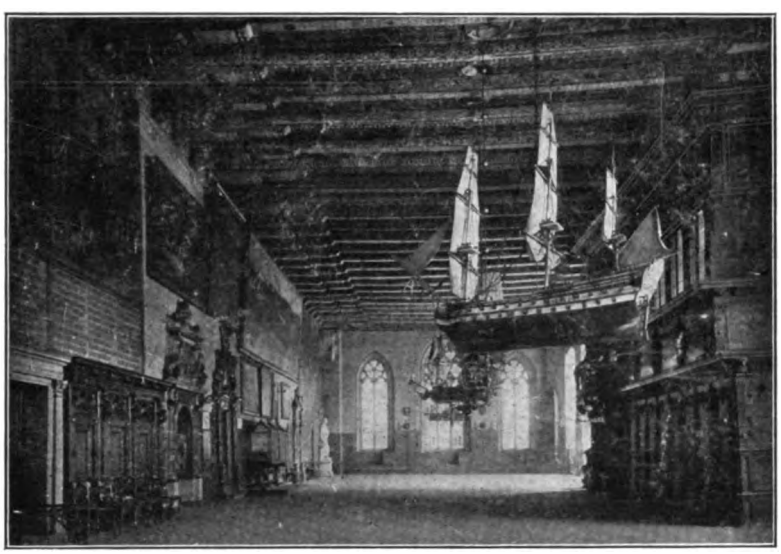
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NORTH GERMAN LLOYD BULLETIN

Vol. XXI. NEW YORK AND BREMEN, FEBRUARY, 1906. No. 2.

THE TOWN HALL OF BREMEN.

The old town hall in Bremen is a veritable storehouse of historic interest. The nautical man may enter there and study the progress of marine construction of many hundreds of years. For the hall is hung with models placed there by merchants whose vessels had made long and fortunate voyages. One may have no doubt as to the accuracy with which each model has been made, as one might have from models in many museums which have been constructed from the descriptions gleaned by antiquarians. They are as they were placed there by each merchant, the true reproductions in miniature of the ships which had braved wave and wind and uncharted seas, savages and pirates to bring home rare goods to the owners who had risked their money in the ventures. The practice was born in the days of the Hanseatic League, and has not yet passed into oblivion. The fisher people of Brittany to this day hang votive models of their craft in the seafarers' churches. Several of the town halls of Germany contain fine collections of models, many of them made of exotic wood, rigged with strands of precious metal. The better the voyage, one might infer, the result was the more magnificent model. In Lubeck is a building called the Schifferhaus, given over entirely to such an exhibition.



INTERIOR OF THE OLD TOWN HALL, BREMEN, GERMANY.

MYSTERY OF WIRELESS NOVELTY TO OPERATORS.

A night in the Marconi long-distance wireless telegraph station at South Wellfleet, on Cape Cod, is a night in a realm of wonders. It is a night of mysterious sights and sounds emanating from things that are in advance of the age.

Even the men who are employed there, whose duty it is to receive and transmit these wonderful, winged air messages over vast stretches of gray sea, have never become accustomed to the wonder, to the mystery of it all, and the impression one gets of them at their work is that of a band of men duly sensible of the fact that they are in close touch with perhaps the greatest discovery of all time.

Suddenly a little brazen bell clangs out a warning that some vessel wishes to talk. Far out at sea in the darkness, a thousand or more miles away, some man has pressed a key, a spark has shot to the masthead wires, and then another, and another—each spark starting in shoreward flight dots and dashes which, being caught down into the operating room of the station, clanging the brazen bell in their course and then flashing through various appliances designed to record them, in the shape of sound, on the telegraph instrument. Thence come messages from the passengers to friends and relatives ashore, and the mental impressions, all this arouses among the attaches of the station are ever the same, night after night; their minds are carried far out over the dark ocean, out into the invisible beyond, and they picture the great liner rolling her lonely way among the gray-backed combers, the cabin lights flickering fitfully over the waters, the officers in their oilskins, with eyes straining for unseen dangers ahead.—Pearson's Magazine.

At Cuiress Abbey in Fife, Scotland, a tombstone has been found which is believed to date from the fourth century of the Christian era.

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GERMAN INDUSTRIAL EXPOSITION.

Dresden, "The Exposition City," to make a Notable Display During the Year, 1906.

Dresden is one of the most beautiful cities in Europe. It is world-renowned both for the incomparable beauty of the situation in the picturesque valley of the Elbe, and for its many unique art treasures contained in its museums. It is on account of these art treasures that Gottfried Herder called Dresden the "Florence" of Germany. The city owes these valuable collections chiefly to the art-loving King Augustus the Strong and his successor. Although other German cities have of late attempted to out-rival Dresden, yet its art galleries, its porcelain collections, and its historical museum must still be placed at the head of the list of similar institutions in Germany.

Of late years Dresden is attaining prominence in still another way. This beautiful city, the residence of the King of Saxony, is becoming increasingly popular among Americans and Englishmen, and this cosmopolitan feature makes it peculiarly well adapted to its latest enterprise, that of holding frequent expositions. Many visitors will recall the German Municipal Exposition in Dresden in 1903, which was a veritable triumph for its projector, Mayor Beutler. The permanent Exposition Palace of Dresden is a notable building, and the attractions planned for 1906 will have even a wider range of interest than did the event of 1903.

The coming exposition, the Third German Exposition of Industrial Art, is intended to show the splendid development that has been attained by German mechanical arts, industrial arts and art industries of the Empire. With the exception of some smaller expositions held in Germany, modern German industrial art has heretofore only been shown in foreign countries (Paris in 1900, Turin in 1902, St. Louis in 1904). The exhibit of German industrial art at St. Louis was considered one of the principal features of this great world's fair. Such a success in a foreign country made it desirable—even necessary—to give a complete picture at home of the entire efficiency of modern German industrial art, and it was definitely decided to hold such an exposition in Dresden in 1906.

The whole exposition will cover an area of about five acres and will be mainly comprised in the exposition palace and in different pavilions throughout the grounds. In the exposition palace many new features will be provided. There will be a number of rooms furnished in the old style of Low-Saxony "Vierlanden," other rooms most lavishly furnished by the towns of Dusseldorf, Hamburg, Berlin, Leipzig, Bremen, Weimar, Altona, Magdeburg, Darmstadt, Stuttgart, Breslau, Muchen, etc. The old town of Strassburg will have an Alsatian room, Koenigsberg an exhibition of amber. In other parts of the exposition will be attractively furnished shops for the sale of milk, coffee, refreshments, novelties, displays of models, including automobiles, ships, carriages, etc. Art industrial machines will be seen in operation. Picture post cards will be printed, photographs will be produced by automatic machines, and many other popular productions of industrial art will be manufactured on the grounds.

Ecclesiastical art will be one of the great featurse of the exposition. Only works of the highest artistic excellence will be shown. Another branch of this display will cover cemetery embellishment, in the way of handsome mausoleums, monoliths, urns, etc., and the beautification of the grounds by landscape gardening.

From the foregoing it can readily be seen the broad scope that the Dresden Exposition of 1906 will cover, and how interesting it will be for the craftsman, the mechanician, the artisan and the lay visitor. All objects will be grouped so that the visitor can seize upon the outlines of industrial art and can comprehend its important factors.

REPORT OF UNITED STATES SUPERINTENDENT OF FOREIGN MAILS

The following statement shows the number of trips made, the average apparent time (in hours) of the trips, and the quickest trip made by each steamer of the transAtlantic steamship companies in conveying the United States mails from New York to London and to Paris, during the fiscal year ended June 30, 1905. (The number of hours stated does not indicate the time consumed in the sea voyage only, but the period elapsing between the actual receipt of the mails at the Post Office in New York and their delivery at the Post Office in London or Paris.)

Line and Steamer	To London			To Paris		
	Number of Trips	Average Time Occupied Per Trip	Quickest Trip	Number of Trips	Average Time Occupied Per Trip	Quickest Trip
NORTH BERMAN LLOYD (NEW YORK TO LONDON VIA PLYMOUTH):		Hrs.	Hrs.		Hrs.	Hrs.
Kaiser Wilhelm II	9	149.5	144.1	9	162.1	155.0
Kronprinz Wilhelm	10	150.9	145.6	10	162.2	152.5
Kaiser Wilhelm der Grosse	11	152.5	146.3	11	163.2	153.5
Hamburg-American (New York to London via Plymouth):						
Deutschland	8	150.6	147.2	8	164.9	154.5
Cunard (New York to London via Queenstown):						
Campania	12	167.6	163.4	1	179.0	179.0
Lucania	13	168.7	162.9	..	.....	.....
Etruria	12	188.1	181.5	2	199.0	198.0
Umbria	12	191.4	183.5	..	.....	.....
Caronia	2	198.4	197.8	8..	.....	.....
Ivernia	1	232.4	232.4	..	.....	.....
White Star (New York to London via Queenstown):						
Oceanic	11	175.9	165.1	1	184.5	184.5
Majectic	11	185.2	177.3	1	205.5	205.5
Teutonic	12	191.4	182.5	..	.....	.....
Cedric	4	211.3	206.0	..	.....	.....
Germanic	4	212.4	206.8	3	206.2	201.5
Baltic	13	212.5	207.0	..	.....	.....
American (New York to London via Southampton):						
Philadelphia	13	177.6	170.5	13	191.6	178.0
St. Louis	8	178.9	173.0	7	190.9	178.0
New York	12	179.8	1719.	10	192.9	179.7
St Paul	12	181.5	176.2	12	197.4	189.0
General Trans-Atlantic (New York to Paris via Havre):						
La Savoie	..	.....	.....	11	173.8	164.5
La Lorraine	..	.....	.....	12	176.2	166.0
La Touraine	..	.....	.....	12	186.2	176.5
La Champagne	..	.....	.....	3	206.0	201.5
La Bretagne	..	.....	.....	8	207.1	201.0
La Gascogne	..	.....	.....	8	218.9	208.5

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A LEGEND OF BRITTANY.

Over all the valley of Ploumanac'h, most thickly along its sea edge, huge strange-shaped boulders of red granite are scattered singly or are heaped up in wonderfully balanced mounds. The mere geologist will tell you that these rounded rocks have been dropped by a glacier; that the valley is the site of a terminal moraine. Any well-educated Breton, of course, knows that this explanation is all nonsense. My driver, being cheered by his pilgrim draught, gave me the more satisfying information that in every one of these scattered boulders is imprisoned a Pagan soul; that thus are held fast until the Day of Judgment the Bretons who rejected the blessed teachings of Christianity—and who paid for their stiff-necked sinning by being cast into stone.

Once a year the enchantment is lifted. Then the accursed ones resume their human forms and go down to the sea to drink; to drink long and deeply, that they may lay in a supply of deliciously cold salt water that will ease them through their coming twelve month of torment in infernal fires. On the night of that great drinking it is well for all good Christians to bide at home behind barred doors. At cock-crow the accursed ones come back from their sea-cooling to the places where they belong—changing from men and women into rocks again as they surge onward and surely crushing any spying mortal in their way. Only one escape is recorded from the charge of that fearsome company—that of a poor good man who in charity had carved on one of the enchanted rocks the blessed cross. Ingratitude for that loving act, the cross-marked boulder—a monstrous misshapen mass, a human form partly merged again into rough stone—halted before the poor good man who had sought to comfort it, and so protected him until the evil host, dividing, had passed on and he was saved. Then the grateful one, carefully skirting him as he lay on the ground in fainting terror, went on also to its place.—Harper's Magazine.



MONUMENT TO VICTOR EMANUEL, NAPLES

A statue of the Sumerian King David, found at Bismya, Babylonia, recently, is believed to date back to 4,500 B. C.

WONDERS OF THE BIRD'S BEAK.

Tie a man's hands and arms tightly behind his back and tell him that he must find and prepare his food, build his home and perform all the business of life in such a position, what a pitiable object he would present, yet this is not unlike what birds have to do. Almost every form of animal and vegetable life is used as food by one or another of the species; their most intricately built homes and their methods of defence may be numbered by the score; the care of their delicate plumage would alone seem to necessitate many and varied instruments, yet all this is done by the bill or beak.

The beak of a parrot is a wonderful tool. Both its upper and lower mandibles are hinged to the bird's skull, thus giving great flexibility and freedom of movement.

The long, pointed bill of the woodpecker serves its owner well for penetrating to the burrows of wood-loving insects. The study of birds' bills is an interesting hobby.—The Sketch.

PERMITTING THE SUN TO SET.

"One of the most interesting of sights in my travels on the East Coast of Africa," said a traveler, "was the permission given each day by one of the tribe chiefs for the sun to set. At one of the small forts where we stopped, the male natives were drawn up on the parade-ground before the chief's hut as the sun was setting.

"With pomp and ceremony the ruler advanced to the front, and majestically waved his hand toward the sun.

"One of his subjects explained to me that it was the royal sanction for the sun to set. When asked as to whether the chief gave permission for the sun to rise in the morning the man replied that the sun must always rise before the ruler, but that it could never go down unless the royal hand waved approval."—Bassett's Scrap Book.

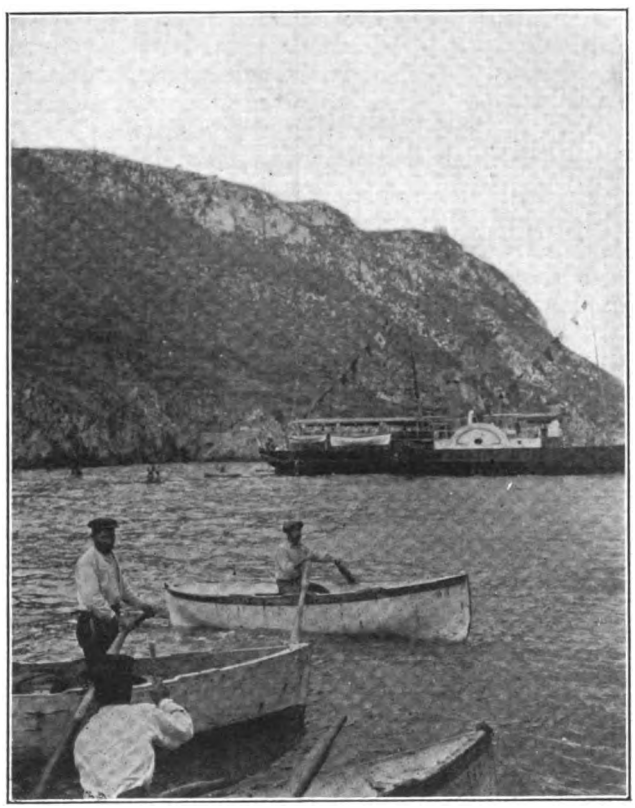
The biggest leaves in the world are those which grow on the Inaj palm, found on the banks of the Amazon. The leaves reach a length of as much as 30 to 50 feet, and are from 10 to 12 feet in breadth.

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THE DEEP SEA.

The thing that gives the sea its greatest mystery is the fact that although its depths have been sounded and are known quite accurately, it has never yet been possible to explore them. The greatest depth in fact that has yet been reached by divers is something less than 350 feet and even at that depth the reports of what has been seen fill the reader with surprise and wonder.

Under water exploration takes man so entirely out of his element that he labors under great disadvantage and it is doubtful if it will ever be possible to go down much deeper than the depths already reached on account of the enormous pressure of the water the farther down the diver goes. But this is not the only danger to be contended against. At a depth of about ninety feet masses of horrid flaccid and slimy medusæ begin to be found in large quantites. Just a little lower down, and a scintillating multitudinous shoal of small fishes is encountered. At a depth of about 162 feet thick masses of seaweed are traversed; some of these are hairlike vegetable growths, with arms from twenty to thirty yards in length, which, with a kind of horrid vitality, wrap themselves round every part of the body. These algae constitute a grave danger, as they can easily paralyze the diver's movements and, by rising up above and around him, can weigh him down with a weight amounting to several hundredweight—sufficient to break a rope or life-line when hauled on.



LANDING PASSENGERS IN SMALL BOATS AT THE BLUE GROTTO, CAPRI

Below 162 feet there are small snake-like fishes of about three feet in length, and also other denizens of the deep resembling dolphins. These latter like to hurl themselves violently against the diver.

Still other and worse monsters are the polypi or devilfish, who wrap their slimy tentacles round the bold explorer; but although repugnant, these monsters are cowardly. There are also equally horrible, and much more intrepid, giant crabs, some of which measure as much as three feet in diameter. Due to their strong shells and formidable claws, they constitute a continual menace to the safety of the divers which is by no means to be despised.

The deformation of fish is not very noticeable until a depth of over 1,000 yards has been reached. By deformation is meant not only change of form but of character, which is necessary to enable them to bear the enormous pressure.

The light is another curious feature of underwater exploration, and the sun viewed from a depth of 100 feet below the surface appears like a reddish opaque globe, and when sheltered from the rays of the sun, the diver can behold the stars even at midday in clear weather. At a depth of over 200 feet the sun disappears and at 100 feet or more deeper it is absolutely dark and electric light has to be used.

Exploration at these great depths, however, has been very rare and in fact almost wholly confined to the efforts of a young naval engineer by the name of De Plury, who by the invention of a metal diving suit has been enabled safely to go among the dangers described above and many more which he has aptly described in a recent issue of the Scientific American.

About all that is known positively about the deep places of the sea is that scarcely any life exists there. Entirely different from the dry land of the earth, which is warmed to life by the constant rays of the sun, the depths of the sea where the sun never reaches, must necessarily be cold, gloomy and lifeless.—Marine Journal.

$225,000 FOR A TABLE.

The Vienna collectors have been much engaged over the price realized for a famous writing table which once belonged to Napoleon, and was given by him to Prince Clement Lothar Metternich, the Austrian imperial chancellor. The latter wished it to be a family heirloom, but the Austrian law does not permit of fresh entails, so it had to be sold, and was knocked down to a well-known French amateur for $225,000. The table is a beautiful one of rosewood encrusted with gold, and was originally made for Louis XIV., who gave it as a present to the Duc de Choiseul.—London Tit-Bits.

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REMARKABLE CONSERVATORY.

One of the finest conservatories in the world is owned by the Duke of Connaught at Bagshot Park. The interior represents a gorgeous tropical scene, in which ferns, palms, orchids and other exotics flourish in luxuriant profusion, watered by miniature cascades, fountains and dripping wells. At one end is a stalactite cavern, which, by an arrangement of mirrors, appears far larger than it really is. Along the bottom of this cavern flows a rather deep stream, beneath which are concealed a number of colored electric lamps, so that at night numerous little pools in the dark recesses appear to glow with a mysterious latent fire. This conservatory was designed by an eminent London firm and cost $15,000.—London Tit-Bits.

IVORY AND BILLIARD BALLS.

Narwar Jeypore, a manufacturer of ivory gods of Delhi, India, who was recently in New York says that America has within recent years become the most generous patron of India's ivory industry.

"You now take everything from us in the carved ivory line and pay good prices, whereas no longer than fifteen years ago or thereabouts, we could only regard you as one of our third-rate customers." said he. "Our ivory product is made into an endless number of things for the American market, such as tables, chairs, cabinets, prayer stools, chess boards, dice boxes, billiard balls, etc.

"The making of billiard balls is one of the most difficult in the ivory carving industry. Turning them is an art in which few indeed are experts. I don't believe there are more than a score of ivory turners in India who can do the work successfully. The chief difficulty lies in getting absolute sphericity. Ivory, you know, too, is like wood in that it requires much drying and seasoning, otherwise it is liable to crack, warp or shrink. The billiard ball that isn't 'true' is, of course, useless. The spheres are generally turned therefore several months before they are carved to the exact size required, and in the interim they are stored under conditions that will make them season and contract thoroughly and with regularity.

"For the best billiard balls the most perfect tusks are chosen. The finest are made from teeth hardly bigger in diameter than the balls themselves. These are called ball teeth and are the most expensive. About nine or ten billiard balls can be secured from a pair of teeth."



A STUDENT SERENADE AT CAPRI, ITALY

MIDNIGHT GOLF GAME.

This is a description of a game of golf which was played in the Shetland Islands one night this summer: "The first ball was driven from the tee at five minutes to 12 (midnight), and a full double round of eighteen holes was played, the match terminating at 2:30. The light was so good that the balls could easily be seen where they lay after having been driven well from the tee, and there was never any difficulty in finding them. Shortly after 12 o'clock the lark was heard in full song, and it was broad daylight by the time the match was finished. The experiment was such a success that it was repeated on several subsequent occasions."—Exchange.

SAILING NINETY MILES AN HOUR.

Sailing on land is a new diversion, experimented with at different times in the past, that has suddenly burst into prominence. No other summer amusement conveyance of man's invention can make anything like the speed of the land sailing vessel. It skims over the ground with the actual speed of the wind. Its only rival in amusement conveynaces of winter or summer is the ice boat, but the land sailing vessel furnishes much greater enjoyment than the ice boat, for its path is not limited by the narrow confines of an ice pond, and, moreover, it is a summer vehicle, made to sail in the season when rapid open air travelling is really enjoyable. So fast will the land boat move if permitted to go at its full speed during a strong wind, that its occupants would find it impossible to retain their seats. Hence its speed must be checked and regulated by the manipulation of brakes and sails. From fifty to ninety miles an hour, however, has often been attained with safety when the precaution was taken of seeing that the passengers were well secured in their seats.—Technical World Magazine.

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A TYPICAL STREET IN NAPLES, ITALY

MOTORING IN INDIA.

Motoring in India has its dangers. A gentleman making such a tour reports the following incident that occurred in Duhlia, a village of the road from Delhi to Bombay. The car was being driven slowly past a Jain temple amid the whooping of natives and the beating of tom-toms. "At the temple entrance," writes Mr. Esdaile, "stand two priests, regarding us with no friendly visage. Bang! and our back tyre has burst—a deep rut in the road has caught the wheel too. In a moment we swerve round, and, horror: smash right into the temple door. Alas! we have committed sacrilege, and of the worst kind. We set to work to mend our tyre, and just as we have finished a heart-rending, ear-piercing shriek rang out from the temple enclosure. We rush in, brushing aside two juvenile priests who try to stop our progress. A crowd of white-robed priests stand between us and the inner sanctuary. But the three of us are old football players; the priests are down like nine-pins; we tear the curtain aside and stand for a moment rooted with horror. There on a rude altar our poor native motor boy is being literally roasted alive. Only a second's pause to take in the situation, and with a rush we are on them. Seizing the uplifted knife from the nearest fanatic, we cut the leather strings and lift the fainting sacrifice from the altar." Then the motorists beat the priests off, regain their car, and ride away amid a shower of missiles.

ANSWERED.

A gentleman whose temper is easily disturbed was traveling in England recently and was much annoyed at the reply given him at a railroad station. The gentleman, noticing his baggage, properly addressed, was left on the platform, called out:

"Why didn't you put my luggage in as I told you, you old fool?"

"Eh, mon, yer luggage is na sic a fule as yersel," answered the porter; "ye're i' the wrang train."—Philadelphia Ledger.

QUAINT EPITAPHS.

The following epitaph has been copied from a stone in a churchyard in Gloucestershire:

Here lies the Earl of Suffolk's fool,
Men called him Dickey Peirce;
His folly served to make fools laugh,
When wit and mirth were scarce.
Dickey, alas! is dead and gone.
What signifies to cry?
Dickeys enough are left behind
To laugh at by and by.

Some equally curious lines are cut on a headstone in Kingsbridge Churchyard, to commemorate a cooper well known to the inhabitants:

Here lie I at the chancel door;
Here lie I because I'm poor;
The further in the more you'll pay;
Here lie I as warm as they.

The correspondent who sends us the above says: "I recollect seeing this epitaph when, as a boy, I lived at Kingsbridge, some eighty years ago, and for all I know it may be still in existence."—London News.

WAS QUITE MIXED.

Mrs. Allcash, who has not as yet got over the novelty of riches, is not inclined to admit the fact. On the contrary, it is her great desire that the society with which she is now entitled to mix by virtue of her husband's wealth shall think she was born in the purple.

Recently she was at a big dinner party, and as she was being piloted from drawing room to dining room she noticed a marble bust on one of the pillars in the hall.

"Do you know who that is?" she inquired of her cavalier.

"That is Marcus Aurelius," was the answer.

"Oh, is it now?" ejaculated the lady. "But can you tell me," she added, "whether it is the present marquis or the late marquis. I get so mixed up with dukes and things."—London News.

THE CLEVER ANSWER.

Paul Kester, the playwright, has bought Augill Castle, a stately pile that is said in England to be haunted.

Mr. Kester loves the picturesque, and travels much in search of it. He said one day at the Players Club:

"They are wise abroad to treat tourists so well—to have such superb hotels at such reasonable rates, and all that sort of thing.

"Do you know how many million dollars Italy took from tourists last year? Well, I don't remember the figures myself, but at any rate they were enormous. They sharpened considerably the point of the school child's answer to the geographical question.

"'What is the capital of Italy'?

"To this question the child's answer was:

"'The money tourists bring in.'"—New York Tribune.

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FOREIGN NOTES OF INTEREST.

Horse racing in Italy is dead since the introduction of automobile speed contests.

It took eight London policemen the other day to get an obstreperous soldier to the station. But that was because London policemen are not allowed to use their clubs to make an arrest easier. They may use them in self-defence only.

Kentish (English) farmers say that the heads of young hopvine are a superior substitute for asparagus. In the country districts of Kent hopheads are largely eaten when, in the early part of the season, the superfluous shoots are cut away from the plants.

The Australian jungle fowl, instead of a nest, builds a huge earth mound, often fifteen feet in height, with a circumference of 510 feet. These mounds are under cover, and are so enveloped in foliage that, in spite of their size, they can be scarcely discovered.

It it reported that the director of the French school at Athens has just discovered at Delos three large lead vases full of old coins. The largest contained more than 300 four-drachma pieces, minted in Athens under the Archons. They are said to be in such perfect state that they appear never to have been put in circulation.

Chinese students in Japan now number more than 3,000 engaged in all the studies available in American high schools, colleges, universities, professional, technical and trade schools.

In Scandinavia Christmas is celebrated in its literal sense of "peace on earth, good will toward men;" the courts are closed, quarrels are adjusted, and old feuds forgotten. It is the home of the famous Yule log.

The acme of conciseness is believed to have been attained by a London restaurant, which displays this notice: "S. O. 2 S. 4." That means that a patron can have sausage and onions, with two slices of bread, for fourpence.

The English delight in odd rents, but the oddest is a tenancy at Brookhouse, in Yorkshire, where the rental is one snowball in June and a red rose in December. The rose is easily arranged, and the snowball is now made of shaved ice.

Platelayers are more liable to accident than any other railway workmen. On an average one gets hurt every thrity-five hours in the United Kingdom.

M. Lepine, chief of the Paris police, has organized a squadron of 170 police, mounted on motor bicylces, for the control of motor cars.

The province of Milan is one of the important industrial centres of Italy. It contains 300 silk mills, giving employment to 40,000 workmen; 200 cotton mills, with 25,000 workmen, and 20 woolen mills, with 3,000 workmen.

Shipments of 5,000 to 7,000 bales of hemp from Manila and other ports in the Philippines are an almost daily occurrence.

A clerk in a Portsmouth (Eng.) solicitor's office had a stroke of luck the other day. He happened so to please a wealthy woman client that she offered him $10,000 down, or $15,000 in her will. He declared for the money in the will, and got it by check the following day.

There is no meat trust in Australia. There mutton sometimes sells for as little as two cents a pound.

Almost daily ocean steamships loaded with freight, passengers and mail are arriving at the Port of Manila from all parts of the world, while Manila's development as a shipping centre for the Orient has barely begun.

Corea affords good opportunities for shooting both large and small game, and has a delightful climate at all seasons of the year.

The Russo-Chinese bank at Yokohama is reopening in order to defray the travelling expenses of the Russian prisoners returning home.

Japan's Government will realize $8,100,000 from the sale of such merchant vessels seized during the war as it does not desire to keep for its own auxiliary service.

There are 430 manufactories of artificial flowers, leaves, plants, and fruits in the district of Dresden. The largest manufactories employ from 250 to 1,000 persons, and the total number of persons engaged in the trade is estimated at 10,000, the larger proportion being women and girls, who earn from 8 marks to 12 marks per week by their work.—Exchange.

An African elephant is of value only for its ivory, of which a full-grown animal yields from $250 to $300 worth. On the other hand, a working Indian elephant cannot be bought for less than $2,500 to $3,500.

Trees which grow on the northern side of a hill make more durable timber than those which grow on the southern side.

In fifty years New Zealand's population has grown from 37,000 to 857,000, consisting of 454,000 males and 403,000 females. In 1870 1,140,000 acres were under cultivation; in 1904 18,868,000 acres. In 1904 New Zealand had 314,000 horses, 1,736,000 head of cattle, 18,280,000 sheep, and 255,000 hogs. Exports increased from $6,695,000 in 1861 to $73,000,000 in 1904, while imports rose from $5,705,000 in 1858 to $66,455,000, in 1904.

For the first time in its history, Honolulu hàs pawnbroking shops. Two have started within the past few weeks.

The earliest known cookbook was printed in Venice in 1475.

The first attempt to illustrate news was made in 1607. It depicted a flood in Monmouthshire, England.

The radish is a native of China and Japan.

The coach in which the lord mayor of London rides on state occasions has been in use since the year 1757.

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NORTH GERMAN LLOYD BULLETIN

Published Monthly for the North German Lloyd Steamship Line

By OELRICHS & CO.,

No. 5 Broadway, - - - New York, N. Y., U. S. A.

Address all communications to Editor NORTH GERMAN LLOYD BULLETIN, at above address.

VOL. XXI. FEBRUARY, 1906. No. 2

NOTICE TO AMATEUR PHOTOGRAPHERS:

Messrs. Oelrichs & Co., General Agents, North German Lloyd, 5 Broadway, New York, will be pleased to receive mounted or unmounted prints of any photographs taken upon the North German Lloyd ships, and will promptly acknowledge receipt of same.

GERMANY ON THE SEA.

Its Advancement in Late Years Simply Marvelous.

The marvelous growth of the merchant marine of Germany in the last decade is matter for almost daily comment in the public prints. German merchant shipping now boasts 3,471,525 gross tons, or 4,156 vessels of over 17 tons. To man this fleet nearly 60,000 men are employed. The population of the German Empire is 56,367,178, which shows that over 10 per cent, of the people are actively engaged in shipping, while perhaps five times that proportion are directly interested through owning, managing and building ships.

HARD SUBJECT FOR CROSS-EXAMINATION.

The gentleman of the East feels bound, out of politeness, to give one the answer that will prove most agreeable. An English motor car enthusiast, who attempted recently to tour through northern India gives this as an example of the difficulty of obtaining route information from intelligent natives by repeated inquiries:

"Is it far to Gilgit?"

"Not so far, your highness."

"One or two kos?"

"Yes, your highness."

"Isn't it three?"

"It may be, your highness."

"Is that what it is?"

"It may be five or six, your highness."

"Then why did you say it was one or two?"

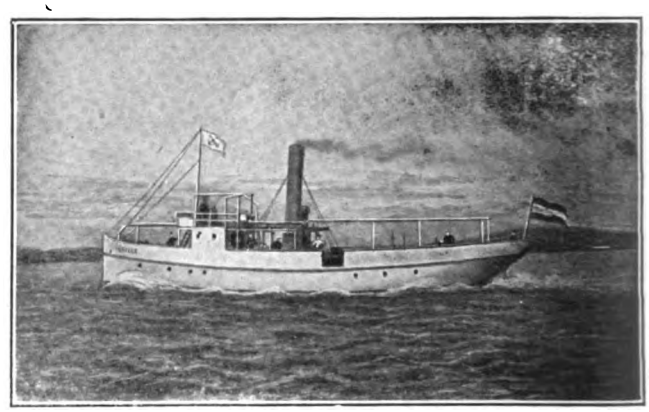
"To please your highness."

"Now, what is the real distance?"

"Whatever your highness pleases."—San Francisco News Letter.

THE SPECIAL TENDER AT GIBRALTAR.

A special tender of the North German Lloyd is in service in landing passengers from their steamers at Gibraltar. Formerly passengers landing and embarking at Gibraltar were obliged to avail themselves of small steam-launches or rowboats, and the introduction of a special tender for passengers has contributed very materially to the greater comfort and safety of passengers at Gibraltar. The small tender, which bears the name of Grille, is built of wood, and with special reference to the local requirements at Gibraltar. Her length is 79 feet 8 inches; beam, 18 feet, and depth, 9 feet 10 inches.



The Special North German Lloyd Tender Grille, used for Landing Passengers at Gibraltar.

A handsomely appointed cabin furnishes ample accommodation for passengers in bad weather. Her construction is very strong. The vessel has been fitted with all conveniences. The extensive deck is provided with benches at the railing, and its whole length covered with an awning. Amidship there are two deckhouses connected by a platform, from which passengers disembark and embark from the transatlantic steamer. As protection against the rain a pleasant saloon is provided under deck, aft. The motive power consist in a compound engine of about 150 horse power, giving a speed of about ten knots. Fare: one shilling each way.

It is reported from Malaga, Spain, that the works in connection with the two narrow-gauge railways which have been in contemplation for some years, will probably be commenced during 1906. One of these lines will run from Malaga to Torre del Mar and Velez-Malaga (population, 23,000), a distance of some 21 miles along the coast to the east, and will find its chief source of revenue in the conveyance of considerable quantities of local produce. The other line, of 20½ miles, for which a concession was granted in March last, will connect with Malaga the important fruit districts, of which Alhaurin el Grande and Coin are the centres. The capital of the company formed to work these lines (Compania de los Ferrocarriles Suburbanos de Malaga) has been subscribed chiefly in Belgium.

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North German Lloyd Steamship Company.

TWIN SCREW EXPRESS SERVICE

KAISER WILHELM II.
KRONPRINZ WILHELM.
KAISER WILHELM DER GROSSE.

TWIN SCREW PASSENGER SERVICE

Barbarossa. Bremen. Friedrich der Grosse. Grosser Kurfuerst Hannover Cassel. Frankfurt. Brandenburg Breslau. Prinzess Alice, Rhein. Main. Neckar. Seydlitz.

PROPOSED SAILINGS (Subject to change.)

From Europe.					Departures from New York.			
DEPARTURES			Due at New York	STEAMERS.	FROM NEW YORK.	Due at Plymouth	Due at Cherbourg	Due at Bremen
From Bremen	From Southampton	From Cherbourg						
Special Train leaves between 7 and 8 a.m.	Special Train leaves London Waterloo Station 9.25 a.m.	Special Train leavesParis St. Lazare, at 9.20 a.m.				Special Train awaits arrival of Steamers from New York	Special Train awaits arrival of Steamers from New York	Special Train awaits arrival of Steamers from New York
					1906			
Jan. 23	Jan. 24	Jan. 24	Jan. 30	KAISER WILHELM DER GROSSE	Tues., Feb. 6.....10 a. m.	Feb. 12	Feb. 12	Feb. 13
Jan. 20	.....	.....	Feb. 1	.....Rhein.....	Thur., Feb. 8.....10 a. m.	.....	.....	Feb. 20
Jan. 27	.....	.....	Feb. 8	.....Cassel.....	Thur., Feb. 15.....10 a. m.	.....	.....	Feb. 27
Feb. 6	Feb. 7	Feb. 7	Feb. 13	.....KAISER WILHELM II.....	Tues., Feb. 20..... 1 p. m.	Feb. 26	Feb. 26	Feb. 27
Feb. 3	.....	Feb. 4	Feb. 13	.....Barbarossa.....	Enters Mediterranean Service	.....	.....	.....
Feb. 10	.....	.....	Feb. 22	.....Brandenburg.....	Thur., Mar. 1.....10 a. m.	.....	.....	Mar. 13
Feb. 20	Feb. 21	Feb. 21	Feb. 27	KAISER WILHELM DER GROSSE	Tues., Mar. 6.....10 a. m.	Mar. 12	Mar. 12	Mar. 13
Feb. 17	.....	.....	Mar. 1	..... Koeln	Thur., Mar. 8.....10 a. m.	.....	.....	Mar. 20
Feb. 24	.....	.....	Mar. 8	..... Main	...Proceeds to Baltimore...	.....	.....	.....
Mar. 3	.....	.....	Mar. 15	.....Frankfurt.....	Thur., Mar. 22.....10 a. m.	.....	.....	Apr. 3
Mar. 13	Mar. 14	Mar. 14	Mar. 20	.....KAISER WILHELM II.....	Tues., Mar. 27.....7 a. m.	Apr. 2	Apr. 2	Apr. 3
Mar. 10	Mar. 11	.....	Mar. 20	.....Grosser Kurfuerst.....	Thur., Mar. 29.....10 a. m.	Apr. 7	Apr. 7	Apr. 8
Mar. 17	.....	.....	Mar. 29	.....Rhein.....	...Proceeds to Baltimore....	.....	.....	.....
Mar. 27	Mar. 28	Mar. 28	Apr. 3	.... KRONPRINZ WILHELM....	Tues., Apr. 10.....7 a. m.	Apr. 16	Apr. 16	Apr. 17
Mar. 24	.....	.....	Apr. 5	.....Brandenburg.....	Thur., Apr. 12.....10 a. m.	.....	.....	Apr. 24
Apr. 3	Apr. 4	Apr. 4	Apr. 10	KAISER WILHELM DER GROSSE	Tues., Apr. 17.....10 a. m.	Apr. 23	Apr. 23	Apr. 24
Mar. 31	.....	.....	Apr. 12	.....Breslau.....	Thur., Apr. 19.....10 a. m.	.....	.....	May 1
Apr. 10	Apr. 11	Apr. 11	Apr. 17	.....KAISER WILHELM II.....	Tues., Apr. 24.....6 a. m.	Apr. 30	Apr. 30	May 1
Apr. 7	.....	.....	Apr. 19	.....Cassel.....	Thur., Apr. 26.....10 a. m.	.....	.....	May 9
Apr. 14	.....	.....	Apr. 24	.....Grosser Kurfuerst.....	Tues., May 1.....10 a. m.	May 10	May 10	May 11
Apr. 24	Apr. 25	Apr. 25	May 1	....KRONPRINZ WILHELM.....	Tues., May 8.....6 a. m.	May 14	May 14	May 15
.....	.....	.....	.....	.....Barbarossa.....	Thur., May 10.....10 a. m.	May 19	May 19	May 20
Apr. 21	.....	.....	May 3	.....Frankfurt.....	.Proceeds to Galveston....	.....	.....	.....
May 1	May 2	May 2	May 8	KAISER WILHELM DER GROSSE	Tues., May 15.....10 a. m.	May 21	May 21	May 22
Apr. 28	.....	.....	May 10	.....Rhein.....	Thur., May 17.....10 a. m.	.....	.....	May 29
May 8	May 9	May 9	May 15	.....KAISER WILHELM II.....	Tues., May 22..... 6 a. m.	May 28	May 28	May 29
May 5	.....	.....	May 15	.....Prinzess Alice.....	Thur., May 24.....10 a. m.	June 2	June 2	June 3
May 12	.....	May 13	May 22	.....Friedrich der Grosse.....	Tues., May 29.....10 a. m.	June 7	June 7	June 8
.....	.....	.....	.....	.....Neckar.....	Thur., May 31.....10 a. m.	.....	.....	June 12
May 22	May 23	May 23	May 29	.....KRONPRINZ WILHELM.....	Tues., June 5..... 5 a. m.	June 11	June 21	June 17
May 19	.....	May 20	May 29	.....Grosser Kurfuerst.....	Thur., June 7.....10 a. m.	June 16	June 16	June 19
May 29	May 30	May 30	June 5	KAISER WILHELM DER GROSSE	Tues., June 12.....10 a. m.	June 18	June 18	June 14
May 26	.....	.....	June 5	.....Barbarossa.....	Thur., June 14.....10 a. m.	June 23	June 23	June 26
June a5	June 4	June 6	June 12	.....KAISER WILHELM II.....	Tues., June 19..... 5 a. m.	June 25	June 25	June 21
June 2	.....	June 3	June 12	.....Breman.....	Thur., June 21.....10 a. m.	June 30	June 30	July 6
June 9	.....	June 10	June 19	.....Prinzess Alice.....	Tues., June 26.....10 a. m.	July 5	July 5	July 0
June 19	June 20	June 20	June 26	.....KRONPRINZ WILHELM.....	Tues., July 3..12.30 noon	July 9	July 9	July 16
June 16	.....	June 17	June 26	.....Friedrich der Grosse.....	Thur., July 5.....10 a. m.	July 14	July 14	July 15

STEAMERS **DO NOT** CALL AT PORTS WHERE DATE IS OMITTED.

NORTH GERMAN LLOYD PIERS, HOBOKEN, NEW JERSEY

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North German Lloyd Steamship Company.

PROPOSED SAILINGS (Subject to Change.)

From Mediterranean Ports

DEPARTURES From GENOA	DEPARTURES From NAPLES	DEPARTURES From Gibraltar	DUE at New York
Jan. 11	Jan. 12	Jan. 15	Jan. 24
.....	.....	.....	.....
Feb. 1	Feb. 2	Feb. 5	Feb. 14
.....	.....	.....	.....
Feb. 15	Feb. 16	Feb. 19	Feb. 28
Feb. 22	Feb. 23	Feb. 26	Mar. 7
.....	Mar. 2	.....	Mar. 15
Mar. 8	Mar. 9	Mar. 12	Mar. 21
Mar. 15	Mar. 16	Mar. 19	Mar. 28
Mar. 22	Mar. 23	Mar. 26	Apr. 4
Mar. 29	Mar. 30	Apr. 2	Apr. 11
.....	Apr. 5	.....	Apr. 18
Apr. 12	Apr. 13	Apr. 16	Apr. 25
Apr. 19	Apr. 20	Apr. 23	May 2
Apr. 26	Apr. 27	Apr. 30	May 9
May 3	May 4	May 7	May 16
.....	May 11	.....	May 24
May 17	May 18	May 21	May 30
May 31	June 1	June 4	June 13
June 7	June 8	June 11	June 20
June 21	June 22	June 25	July 4
July 5	July 6	July 9	July 18
July 19	July 20	July 23	Aug. 1
Aug. 2	Aug. 3	Aug. 6	Aug. 15
Aug. 16	Aug. 17	Aug. 20	Aug. 29
Aug. 30	Aug. 31	Sept. 3	Sept. 12
Sept. 13	Sept. 14	Sept. 17	Sept. 26
Sept. 20	Sept. 21	Sept. 24	Oct. 3
Oct. 4	Oct. 5	Oct. 8	Oct. 17
Oct. 18	Oct. 19	Oct. 22	Oct. 31
Nov. 1	Nov. 2	Nov. 5	Nov. 14

To Mediterranean Ports.

FROM NEW YORK. STEAMSHIPS	DATE.	DUE at Gibraltar	DUE at NAPLES	DUE at GENOA
	1906			
.....Prinzess Irene.....	Sat., Jan. 27.....11 a. m.	Feb. 5	Feb.* 8	Feb. 9
.....Koenigin Luise.....	Sat., Feb. 3.....11 a. m.	Feb. 12	Feb* 15	Feb. 16
.....Koenig Albert.....	Sat., Feb. 17.....11 a. m.	Feb. 26	Mar.* 1	Mar. 2
.....Barbarossa.....	Sat., Feb. 24.....11 a. m.	Mar. 5	Mar.* 8	Mar. 9
.....Prinzess Irene.....	Sat., Mar. 3.....11 a. m.	Mar. 12	Mar *15	Mar. 16
.....Koenigin Luise.....	Sat., Mar. 10.....11 a. m.	Mar. 19	Mar *22	Mar. 23
.....Neckar.....	Sat., Mar. 17.....11 a. m.	Mar. 27	Mar *30	.....
.....Koenig Albert.....	Sat., Mar. 24.....11 a. m.	Apr. 2	Apr.* 5	Apr. 6
.....Barbarossa.....	Sat., Mar. 31.....11 a. m.	Apr. 9	Apr.*12	Apr. 13
.....Prinzess Irene.....	Sat., Apr. 7.....11 a. m.	Apr. 16	Apr.*19	Apr. 20
.....Koenigin Luise.....	Sat., Apr. 14.....11 a. m.	Apr. 23	Apr.*26	Apr. 27
.....Neckar.....	Sat., Apr. 21.....11 a. m.	May 1	May* 4	.....
.....Koenig Albert.....	Sat., Apr. 28.....11 a. m.	May 7	May *10	May 11
.....Barbarossa.....	.....	.....	.....	.....
.....Prinzess Irene.....	Sat., May 12.....11 a. m.	May 21	May *24	May 25
.....Koenigin Luise.....	Sat., May 19.....11 a. m.	May 28	May *31	June 1
.....Neckar.....	.....	.....	.....	.....
.....Koenig Albert.....	Sat., June 2.....11 a. m.	June 11	June*14	June 15
.....Prinzess Irene.....	Sat., June 16.....11 a. m.	June 25	June*28	June 29
.....Koenigin Luise.....	Sat., June 23.....11 a. m.	July 2	July 5	July 6
.....Koenig Albert.....	Sat., July 7.....11 a. m.	July 16	July 19	July 20
.....Prinzess Irene.....	Sat., July 28.....11 a. m.	Aug. 6	Aug. 9	Aug. 10
.....Koenigin Luise.....	Sat., Aug. 11.....11 a. m.	Aug. 20	Aug. 23	Aug. 24
.....Koenig Albert.....	Sat., Aug. 25.....11 a. m.	Sept. 3	Sept. 6	Sept. 7
.....Prinzess Irene.....	Sat., Sept. 1.....11 a. m.	Sept. 10	Sept. 13	Sept. 14
.....Koenigin Louise.....	Sat., Sept. 15.....11 a. m.	Sept. 14	Sept. 27	Sept. 28
.....Koenig Albert.....	Sat., Sept. 29.....11 a. m.	Oct. 8	Oct. 11	Oct. 12
.....Prinzess Irene.....	Sat., Oct. 13.....11 a. m.	Oct. 27	Oct. 25	Oct. 26
.....Koenigin Luise.....	Sat., Oct. 27.....11 a. m.	Nov. 5	Nov. 8	Nov. 9
.....Koenig Albert.....	Sat., Nov. 10.....11 a. m.	Nov. 19	Nov. 22	Nov. 23
.....Prinzess Irene.....	Sat., Dec. 1.....11 a. m.	Dec. 10	Dec. 10	Dec. 14

STEAMERS **DO NOT** CALL AT PORTS WHERE DATE IS OMITTED.

NORTH GERMAN LLOYD PIERS, HOBOKEN, NEW JERSEY.

*Connecting at NAPLES with North German Lloyd Steamship **Schleswig** or **Hohenzollern** for ALEXANDRIA.

Through Tickets to Asia and Australia from New York by the North German Lloyd Mediterranean Service via Naples and the North German Lloyd Imperial Mail Steamers to the East.

FIRST CABIN ROUND TRIP OR EXCURSION TICKETS.

On Roundtrip Tickets a **reduction of 10 per cent.** of the return fare only is made. Passengers not taking Roundtrip Tickets are not allowed any reduction when taking their homeward tickets. These tickets are limited to one year and may be used on any steamer of the line on which there is accommodation vacant at the rate paid for. Accommodation will be reserved in advance only when roundtrip tickets are purchased before departure from New York.

Passengers holding North German Lloyd Return Tickets (Northern or Mediterranean Service) have the option of returning by Northern or Mediterranean Services or by any of the following lines, subject to the rules and condition of the line by which passage is taken and to the payment of difference in fare, if any:—**American Line, Atlantic Transport Line, Cie Gle. Transatlantique, Dominion Line, Hamburg-American Line, Holland-American Line Leyland Line, Red Star Line, White Star Line.**

RETURN TICKETS are good only for accommodation at the rate specified therein. If no accommodation at the rate paid is available, and superior accommodation be desired, the difference will have to be paid by the passenger.

MEDITERRANEAN SERVICE.

SECOND CABIN.

All Mediterranean steamers now carry **Second Cabin** passengers TO and FROM Mediterranean Ports.
Rates to and from Genoa, Naples or Gibraltar, **$55.—per adult. Children beween 1 and 12 years of age pay half fare infants under 1 year $5.**

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North German Lloyd Steamship Company.

CHINA LINE. Outward Bound. 1906.

LEAVES	S. S. Prinz Reg. Luitpold Voy. 339	S. S. Prinz Eitel Friedrich Voy. ● 340	S. S. Sachsen. Voy. ● 341	S. S. Prinz Heinrich Voy. 342	S. S. Roon Voy. ● 343	S. S. Preussen Voy. 344	S. S. Zieten. Voy. 345	S. S. Oldenburg Voy. 346	S. S. Bayern Voy. 347	S. S Prinz Reg. Luitpold Voy. 348	S. S. Prinz Eitel Friedrich Voy. 349	S. S. Sachsen Voy. 350	S. S. Prinz Heinrich Voy. 351	S. S. Roon Voy. 352	S. S. Prinz Ludwig Voy. 353
Bremen.....(Wed.)	.....	Feb. 14	.....	Mch. 14	.....	Apr. 11	.....	May 9	.....	June 6	.....	July 4	.....	Aug. 1	.....
Hamburg.....(Thur.)	Feb. 1	.....	Mch. 1	.....	Mch. 29	.....	Apr. 26	.....	May 24	.....	June 21	.....	July 19	.....	Aug. 16
Rotterdam...(arr. Thur.)	.....	Feb. 15	.....	Mch. 15	.....	Apr. 12	.....	May 10	.....	June 7	.....	July 5	.....	Aug. 2	.....
Antwerp.....(Mon.)	Feb. 5	Feb. 19	Mch. 5	Mch. 19	Apr. 2	Apr. 16	Apr. 30	May 14	May 28	June 11	June 25	July 9	July 23	Aug. 6	Aug. 20
Southampton.....(Tues.)	Feb. 6	Feb. 20	Mch. 6	Mch. 20	Apr. 3	Apr. 17	May 1	May 15	May 29	June 12	June 26	July 10	July 24	Aug. 7	Aug. 21
Gibraltar.....(Sat.)	Feb. 10	Feb. 24	Mch. 10	Mch. 24	Apr. 7	Apr. 21	May 5	May 19	June 2	June 16	June 30	July 14	July 28	Aug. 11	Aug. 25
Genoa...(Wed., 11 a. m.)	Feb. 14	Feb. 28	Mch 14	Mch. 28	Apr. 11	Apr. 25	May 9	May 23	June 6	June 20	July 4	July 18	Aug. 1	Aug. 15	Aug. 29
Naples(ar. Thur., 9 a. m.)	Feb. 15	Mch. 1	Mch. 15	Mch. 29	Apr. 12	Apr. 26	May 10	May 24	June 7	June 21	July 5	July 19	Aug. 2	Aug. 16	Aug. 30
Naples(lve. Thur., 12 Mdt)	Feb. 15	Mch. 1	Mch. 15	Mch. 29	Apr. 12	Apr. 26	May 10	**May 24**	**June 7**	**June 21**	**July 5**	July 19	Aug. 2	Aug. 16	Aug. 30
Port Said.....(arr. Mon.)	Feb. 19	Mch. 5	Mch. 19	Apr. 3	Apr. 16	Apr. 30	May 14	May 28	June 11	June 25	July 9	July 23	Aug. 6	Aug. 20	Sept. 3
Suez.....(arr. Tues.)	Feb. 20	Mch. 6	Mch. 20	Apr. 3	Apr. 17	May 1	May 15	May 29	June 12	June 26	July 10	July 24	Aug. 7	Aug. 21	Sept. 4
Aden.....(arr. Sat.)	Feb. 24	Mch. 10	Mch. 24	Apr. 7	Apr. 21	May. 5	May 19	June 2	June 16	June 30	July 14	July 28	Aug. 11	Aug. 25	Sept. 8
Colombo.....(arr.)	Mch. 4	Mch. 17	Mch. 31	Apr. 14	Apr. 28	May 12	May 26	June 9	June 23	July 7	July 21	Aug. 4	Aug. 18	Sept. 1	Sept. 15
Penang.....(arr.)	Mch. 9	Mch. 22	Apr. 5	Apr. 19	May 3	May 17	May 31	**June 14**	June 28	July 12	July 26	Aug. 9	Aug. 23	Sept. 6	Sept. 20
Singapore.....(arr.)	Mch. 10	Mch. 23	Apr. 6	Apr. 20	May 4	May 18	June 1	June 15	June 29	July 13	July 27	Aug. 10	Aug. 24	Sept. 7	Sept. 21
Hong Kong.....(arr.)	Mch. 16	Mch. 29	Apr. 12	Apr. 26	May 10	May 24	June 7	June 21	July 5	July 19	Aug. 2	Aug. 16	Aug. 30	Sept. 13	Sept. 27
Shanghai {.....(arr.)	Mch. 20	Apr. 2	Apr. 16	Apr. 30	May 14	May 28	June 11	June 25	July 9	July 23	Aug. 6	Aug. 20	Sept. 3	Sept. 17	Oct. 1
.....(lve.)	Mch. 22	Apr. 4	Apr. 18	May 2	May 16	May 30	June 13	June 27	July 11	July 25	Aug. 8	Aug. 22	Sept. 5	Sept. 19	Oct. 3
Nagasaki.....(arr.)	Mch. 23	Apr. 5	Apr. 19	May 3	May 17	May 31	June 14	June 28	July 12	July 26	Aug. 9	Aug. 23	Sept. 6	Sept. 20	Oct. 4
Kobe (Hiogo).....(arr.)	Mch. 25	Apr. 6	Apr. 20	May 4	May 18	June 1	June 15	July 29	July 13	July 27	Aug. 10	Aug. 24	Sept. 7	Sept. 21	Oct. 5
Yokohama.....(arr.)	Mch. 27	Apr. 8	Apr. 22	May 6	May 20	June 3	June 17	July 1	July 15	July 29	Aug. 12	Aug. 26	Sept. 9	Sept. 23	Oct. 7

*Connections made at NAPLES with steamer arriving from New York. Train leaves ALEXANDRIA 335 p. m., arriving at CAIRO 7.25 p. m.

Connections made at PENANG for BELAWAN (Deli) and ASAHAN (Sumatra) by steamers of the North German Lloyd; for RANGOON by steamers of the British India S.N. Co.

Connection made at SINGAPORE for SUMATRA (Belowan), ASAHAN, BANGKOK, HONG KONG via Bangkok, NORTH BORNEO (Labuan, Jesselton Kudat, Sandakan, Lahad-Datu), CELEBES, MOLUKKEN (Macassar, Menado, Sangir Islands, Ternate, Gorontalo), SULU, ZAMBOANGA, ILOILO, CEBU, MANILA (for freight only) by steamers of the North German Lloyd; for BATAVIA, SAMARANG, SOERABAYA by steamer of the Koninklijke Paketvaart Maatschappij.

● Connections at HONG KONG for NEW GUINEA, QUEENSLAND and SYDNEY by the Imperial Mail Steamers "Prinz Waldemar," "Prinz Sigismund" and "Willehad," also connection for Manila.

Connection made at SHANGHAI for the YANGSTE RIVER PORTS (Chingkiang, Nanking, Wuhu, Kiukiang, Hankow) also for TSINGTAU CHEFOO and TIENTSIN.

CHINA LINE. Homeward Bound. 1906.

LEAVES	S. S. Roon Voy. 334	S. S. Preussen Voy. 335	S. S. Zieten. Voy. 336	S. S. Prinzess Alice. Voy. 337	S. S. Bayern Voy. 338	S. S. Prinz Reg. Luitpold Voy. 339	S. S. Prinz Eitel Fried. Voy. 340	S. S. Sachsen Voy. 341	S. S. Prinz Heinrich Voy. 342	S. S Roon Voy. 343	S. S. Preussen Voy. 344	S. S. Zieten Voy. 345	S. S. Oldenburg Voy. 346	S. S. Bayern Voy. 347	S. S. Prinz Reg Luitpold Voy. 348
Yokohama.....(Sat.)	Jan. 20	Feb. 3	Feb. 17	Mch. 3	Mch. 17	Mar. 31	Apr. 14	Apr. 28	May 12	May 26	June 9	June 23	July 7	July 21	Aug. 4
Kobe (Hiogo).....(Mon.)	Jan. 22	Feb. 5	Feb. 19	Mch. 5	Mch. 19	Apr. 2	Apr. 16	Apr. 30	May 14	May 28	June 11	June 25	July 9	July 23	Aug. 6
Nagasaki.....(Wed.)	Jan. 24	Feb. 7	Feb. 21	Mch. 7	Mch. 21	Apr. 4	Apr. 18	May 2	May 16	May 30	ne 13	June 27	July 11	July 25	Aug. 8
Shanghai {..(arr. Thur.)	Jan. 25	Feb. 8	Feb. 22	Mch. 8	Mar. 22	Apr. 5	Apr. 19	May 3	May 17	May 31	June 14	June. 28	July 12	July 26	Aug. 9
....(lve. Sat.)	Jan. 27	Feb. 10	Feb. 24	Mch. 10	Mch. 24	Apr. 7	Apr. 21	May 5	May 19	June 2	June 16	June 30	July 14	July 28	Aug. 11
Hong Kong.....	Jan. 31	Feb. 14	Feb. 28	Mch. 14	Mch. 28	Apr. 11	Apr. 25	May 9	May 24	June 7	June 21	July 5	July 19	Aug. 2	Aug. 16
Singapore.....	Feb 5	Feb. 19	Mch. 5	Mch. 19	Apr. 2	Apr. 16	Apr. 30	May 14	May 29	June 12	June 26	July 10	July 24	Aug. 7	Aug. 21
Penang.....	Feb. 7	Feb. 21	Mch. 7	Mch. 21	Apr. 4	Apr. 18	May 2	May 16	May 31	June 14	June 28	July 12	July 26	Aug. 9	Aug. 23
Colombo.....	Feb. 11	Feb. 25	Mch. 11	Mch. 25	Apr. 8	Apr. 22	May 7	May 21	June 5	June 19	July 3	July 17	July 31	Aug. 14	Aug. 28
Aden.....	Feb. 18	Mch. 4	Mch. 18	Apr. 1	Apr. 15	Apr. 29	May 15	May 29	June 13	June 27	July 11	July 25	Aug. 8	Aug. 22	Sept. 5
Suez.....	Feb. 22	Mch. 8	Mch. 22	Apr. 5	Apr. 19	May 3	May 19	June 2	June 17	July 1	July 15	July 29	Aug. 12	Aug. 26	Sept 9
Port Said.....(arr.)	Feb. 24	Mch. 10	Mch. 24	Apr. 7	Apr. 21	May 5	May 20	June 3	June 18	July 2	July 16	July 30	Aug. 13	Aug. 27	Sept. 10
Naples.....(arr.)	Feb. 27	Mch. 13	Mch. 27	Apr. 10	Apr. 24	May 8	May 23	June 6	June 21	July 5	July 19	Jug. 2	Aug. 16	Aug. 30	Sept. 13
Naples.....(lve.)	Feb. 28	Mch. 14	Mch. 28	Apr. 11	Apr. 25	May 9	May 24	June 7	June 22	July 6	July 20	Aug. 3	Aug. 17	Aug. 31	Sept. 14
Genoa.....(arr.)	Mch. 1	Mch. 15	Mch. 29	Apr. 12	Apr. 26	May 10	May 25	June 8	June 23	July 7	July 21	Aug. 4	Aug. 18	Sept. 1	Sept. 15
Gibraltar.....(arr.)	Mch. 5	Mch. 19	Apr. 2	Apr. 16	Apr. 30	May 14	May 29	June 12	June 27	July 11	July 25	Aug. 8	Aug. 22	Sept. 5	Sept. 19
Southampton.....(arr.)	Mch. 9	Mch. 23	Apr. 6	Apr. 20	May 4	May 18	June 2	June 16	July 1	July 15	July 29	Aug. 12	Aug. 26	Sept. 9	Sept. 23
Antwerp.....(arr.)	Mch. 10	Mch. 24	Apr. 7	Apr. 21	May. 5	May 19	June 3	June 17	July 2	July 16	July 30	Aug. 13	Aug. 27	Sept. 10	Sept. 24
Amsterdam.....	Mch. 11	Mch. 25	Apr. 7	.....	May 6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hamburg.....(arr.)	Mch. 14	.....	Apr. 11	.....	May 9	.....	June 6	.....	July 5	.....	Aug. 2	.....	Aug. 30	.....	Sept. 27
Bremen.....(arr.)	.....	Mch. 28	.....	Apr. 24	.....	May 22	.....	June 20	.....	July 19	.....	Aug. 16	.....	Sept. 13	.....

TIME TABLE

Proposed Sailings of Twin-Screw Steamship "Scheswig" and "Hohenzollern," between Marseilles, Naples, Alexandria and Return.

STEAMERS	MARSEILLES Leave Wednesdays, 3 p. m.	NAPLES Arrive Thursdays	NAPLES Leave Fri., 11 a. m.	ALEXANDRIA Arrive Mondays	ALEXANDRIA Leave Wed., 5 p. m.	NAPLES Arrive Saturdays	NAPLES Leave Sun., 4 p. m.	MARSEILLES Arrive Tuesdays
Hohenzollern.....	February..... 7	Feb. 8	Feb. * 9	Feb. 12	Feb. 14	Feb. 17	Feb. 18	Feb.....20
Schleswig.....	February.....14	Feb. 15	Feb. *16	Feb. 19	Feb. 21	Feb. 24	Feb. 25	Feb.....27
Hohenzollern.....	February.....21	Feb. 21	Feb. 23	Feb. 26	Feb 28	Mar. 3	Mar. 4	Mar 6
Schleswig.....	February.....28	Mar. 1	Mar. * 2	Mar. 5	Mar. 7	Mar. 10	Mar. 11	Mar 13
Hohenzollern.....	March..... 7	Mar. 8	Mar. * 9	Mar. 12	Mar. 14	Mar. 17	Mar. 18	Mar 20
Schleswig.....	March..... 14	Mar. 15	Mar. *16	Mar. 19	Mar. 21	Mar. 24	Mar. 25	March.....27
Hohenzollern.....	March 21	Mar. 22	Mar. *23	Mar. 26	Mar. 28	Mar. 31	Apr. 1	April.....3
Schleswig.....	March..... 28	Mar. 29	Mar. *30	Apr. 2	Apr. 4	Apr. 7	Apr. 8	April.....10
Hohenzollern.....	April..... 4	Apr. 5	Apr. * 6	Apr. 9	Apr. 11	Apr. 14	Apr. 15	April.....17
Schleswig.....	April..... 11	Apr. 12	Apr. *13	Apr. 16	Apr. 18	Apr. 21	Apr. 22	April.....24

*Connections made at NAPLES with steamer arriving from New York. Train leaves ALEXANDRIA 3.35 p. m. arriving at CAIRO 7.25 p. m.

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North German Lloyd Steamship Company.

AUSTRALIAN LINE. Outward Bound, 1906.

LEAVES	S. S. Scharnhorst Voy. 270	S. S. Darmstadt Voy. 271	S. S. Seydlitz Voy. 272	S. S. Gneisenau Voy. 273	S. S. Gera Voy. 274	S. S. Scharnhorst Voy. 275	S. S. Bülow Voy. 276	S. S. Zieten Voy. 277	S. S. Grosser Kurfurst Voy. 278	S. S. Bremen Voy. 279	S. S. Scharnhorst Voy. 280
Bremen.....(Wed.)	Feb. 21	Mch. 21	Apr. 18	May 16	June 13	July 11	Aug. 8	Sept. 5	Oct. 3	Oct. 31	Nov. 28
Antwerp.....(Sun.)	Feb. 25	Mch. 25	Apr. 22	May 20	June 17	July 15	Aug. 12	Sept. 9	Oct. 7	Nov. 4	Dec. 2
Southampton ..(Mon.)	Feb. 26	Mch. 26	Apr. 23	May 21	June 18	July 16	Aug. 13	Sept. 10	Oct. 8	Nov. 7	Dec. 3
Genoa..(Tue.,10 a. m.)	Mch. 6	Apr. 3	May 1	May 29	June 26	July 24	Aug. 21	Sept. 18	Oct. 16	Nov. 13	Dec. 11
Naples .(arr.Wed.a.m.)	Mch. 7	Apr. 4	May 2	May 30	June 27	July 25	Aug. 22	Sept. 19	Oct. 17	Nov. 14	Dec. 12
Naples(lv.Wed.10 p.m)	Mch. 7	Apr. 4	May 2	May 30	June 27	July 25	Aug. 22	Sept. 19	Oct. 17	Nov. 14	Dec. 12
Port Said.....(Sun.)	Mch. 11	Apr. 8	May 6	June 3	July 1	July 29	Aug. 26	Sept. 23	Oct. 21	Nov. 18	Dec. 16
Suez.....(Mon.)	Mch. 12	Apr. 9	May 7	June 4	July 2	July 30	Aug. 27	Sept. 24	Oct. 22	Nov. 19	Dec. 17
Aden.....(Sat.)	Mch. 17	Apr. 14	May 12	June 9	July 7	Aug. 4	Sept. 1	Sept. 29	Oct. 27	Nov. 24	Dec. 22
Colombo.....(Sat.)	Mch. 24	Apr. 21	May 19	June 16	July 14	Aug. 11	Sept. 8	Oct. 6	Nov. 3	Dec. 1	Dec. 31
Fremantle.....(Thur.)	Apr. 5	May 3	May 31	June 28	July 26	Aug. 23	Sept. 20	Oct. 18	Nov. 3	Dec. 1	Dec. 31
Adelaide.....(Tues.)	Apr. 10	May 8	June 5	July 3	July 31	Aug. 28	Sept. 25	Oct. 23	Nov. 15	Dec. 13	Jan.'7 12
Melbourne.....(Fri.)	Apr. 13	May 11	June 8	July 6	Aug. 3	Aug. 31	Sept. 28	Oct. 26	Nov. 20	Dec. 18	Jan. 17
Sydney.....(Mon.)	Apr. 16	May 14	June 11	July 9	Aug. 6	Sept. 3	Oct. 1	Oct. 29	Nov. 23	Dec. 21	Jan. 20
									Nov. 26	Dec. 24	Jan.. 23

The Imperial Mail Steamers "Prinz Waldemar," "Prinz Sigismund" and "Willehad" ply between SYDNEY and QUEENSLAND, NEW GUINEA, HONG KONG and JAPAN.

AUSTRALIAN LINE. Homeward Bound, 1906.

LEAVES	S. S. Seydlitz Voy. 267	S. S. Friedrich der Grosse Voy. 268	S. S. Bremen Voy. 269	S. S. Scharnhorst Voy. 270	S. S. Darmstadt Voy. 271	S. S. Seydlitz Voy. 272	S. S. Gneisenau Voy. 273	S. S. Gera Voy. 274	S. S. Scharnhorst Voy. 275	S. S. Bülow Voy. 276	S. S. Zieten Voy. 277	S. S. Grosser Kurfurst Voy. 278	S.'S. Bremen Voy. 279
Sydney.....(Sat.)	Feb. 3	Mch. 3	Mch. 31	Apr. 28	May 26	June 23	July 21	Aug. 18	Sept. 15	Oct. 13	Nov. 10	Dec. 8	Jan. 5
Melbourne. ..(arr. Mon.)	Feb. 5	Mch. 5	Apr. 2	Apr. 30	May 28	June 25	July 23	Aug. 20	Sept. 17	Oct. 15	Nov. 12	Dec. 10	Jan. 7
Adelaide...(Sat. 2 p. m.)	Feb. 10	Mch. 10	Apr. 7	May 5	June 2	June 30	July 28	Aug. 25	Sept. 22	Oct. 20	Nov. 17	Dec. 15	Jan. 12
Fremantle.....(Thur.)	Feb. 15	Mch. 15	Apr. 12	May 10	June 7	July 5	Aug. 2	Aug. 30	Sept. 27	Oct. 25	Nov. 22	Dec. 20	Jan. 17
Colombo.....	Feb. 26	Mch. 26	Apr. 23	May 21	June 18	July 16	Aug. 13	Sept. 10	Oct. 8	Nov. 5	Dec. 3	Dec. 31	Jan. 28
Aden.....	Mch. 5	Apr. 2	Apr. 30	May 28	June 25	July 23	Aug. 20	Sept. 17	Oct. 15	Nov. 12	Dec. 10	Jan.'7 7	Feb. 4
Suez.....(arr.)	Mch. 10	Apr. 7	May 5	June 2	June 30	July 28	Aug. 25	Sept. 22	Oct. 20	Nov. 17	Dec. 15	Jan. 12	Feb. 9
Port Said.....(arr.)	Mch. 10	Apr. 7	May 5	June 2	June 30	July 28	Aug. 25	Sept. 22	Oct. 20	Nov. 17	Dec. 15	Jan. 12	Feb. 9
Naples.....(arr.)	Mch. 14	Apr 11	May 9	June 6	July 4	Aug. 1	Aug. 29	Sept. 26	Oct. 24	Nov. 21	Dec. 19	Jan. 16	Feb. 13
Naples.....(lve.)	Mch. 15	Apr. 12	May 10	June 7	July 5	Aug. 2	Aug. 30	Sept. 27	Oct. 25	Nov. 22	Dec. 20	Jan. 17	Feb. 14
Genoa.....(arr.)	Mch. 16	Apr. 13	May 11	June 8	July 6	Aug. 3	Aug. 31	Sept. 28	Oct. 26	Nov. 25	Dec. 21	Jan. 18	Feb. 15
Southampton.....(arr.)	Mch. 24	Apr. 21	May 19	June 16	July 14	Aug. 11	Sept. 8	Oct. 6	Nov. 3	Dec. 3	Dec. 29	Jan. 26	Feb. 23
Antwerp.....(arr.)	Mch. 25	Apr. 22	May 20	June 17	July 15	Aug. 12	Sept. 9	Oct. 7	Nov. 4	Dec. 4	Dec. 30	Jan. 27	Feb. 24
Bremen.....(arr.)	Mch. 28	Apr. 25	May 23	June 20	July 18	Aug. 15	Sept. 12	Oct. 10	Nov. 7	Dec. 7	Jan.'7 2	Jan. 30	Feb. 27

NEW GUINEA BRANCH LINE.

BRANCH LINE. Outward Bound, 1906.

LEAVES	S. S. Prinz Waldemar Voy. 17	S. S. Prinz Sigismund Voy. 18	S. S. Willehad Voy. 19	S. S. Prinz Waldemar Voy. 20	S. S. Prinz Sigismund Voy. 21
Sydney.....lvs.	Feb. 17	Mar. 17	Apr. 14	May 12	June 9
Simsonhafen .. {arr.	Feb. 25	Mar. 25	Apr. 22	May 20	June 19
Simsonhafen .. {lvs.	Feb. 27	Mar. 27	Apr. 24	May 22	
Friedrich Wilhelmshafen ... {arr.	Mar. 1	Mar. 29	Apr. 26	May 24	June 22
Friedrich Wilhelmshafen ... {lvs.	Mar. 2	Mar. 30	Apr. 27	May 25	June 23
Hongkong. ... {arr.	Mar. 12	Apr. 9	May 7	June 4	July 4
Hongkong. ... {lvs.	Mar. 14	Apr. 11	May 15	June 6	July 6
Yokohama.... {arr.	Mar. 20	Apr. 17	May 16	June 12	July 10
Yokohama.... {lvs.	Mar. 21	Apr. 18	May 18	June 13	July 11
Kobe.....	Mar. 23	Apr. 20	May 20	June 15	July 13

BRANCH LINE. Homeward Bound, 1906.

LEAVES	S. S. Prinz Sigismund Voy. 15	S. S. Willehad Voy. 16	S. S. Prinz Waldemar Voy. 17	S. S. Prinz Sigismund Voy. 18	S. S. Willehad Voy. 19
Kobe.....	Jan. 29	Feb. 26	Mar. 26	Apr. 23	May 21
Moji..... {arr.	Jan. 30	Feb. 27	Mar. 27	Apr. 24	May 23
Moji..... {lvs.	Jan. 31	Feb. 28	Mar. 28	Apr. 25	May 24
Hongkong..... {arr.	Feb. 5	Mar. 5	Apr. 2	Apr. 30	May 29
Hongkong..... {lvs.	Feb. 6	Mar. 6	Apr. 3	May 1	May 30
Friedrich Wilhelms-Hafen... {arr.	Feb. 16	Mar. 16	Apr. 13	May 11	June 9
Friedrich Wilhelms-Hafen... {lvs.	Feb. 17	Mar. 17	Apr. 14	May 12	June 10
Simsonhafen... {arr.	Feb. 18	Mar. 18	Apr. 15	May 13	June 12
Simsonhafen... {lvs.	Feb. 20	Mar 20	Apr. 17	May 15	June 14
Sydney.....arr.	Feb. 28	Mar. 28	Apr. 25	May 23	June 20

Every three months a steamer will ply between Friedrich-Wilhelmshafen and Stephansort, Finschhafen (Langemackbucht) Potsdamhafen and Tamara Seleo). Eventually Melbourne, Newcastle, N. S. W., Brisbane, Keppel Bay (Rockhampton), Townsville, Cairns, Moresby, Samanai, Woodlark, Manila and Moji may be called at.

The sailing dates will be observed as much as possible; however in intermediate ports arrivals and departures may take place earlier or later than stated above, according to circumstances.

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North German Lloyd Steamship Company.

BREMEN TO SOUTH AMERICA.

RIVER PLATE LINE.

Bremen—Montevideo and Buenos Ayres, via Antwerp, Coruna, Villagarcia, or Vigo.

STEAMERS	FROM BREMEN	FROM ANTWERP	FROM CORUNA
(1) Norderney	Jan. 13	Jan. 17	Jan. 20
(2) Freiburg	Jan. 27	Jan. 31	.....
(1) Wurzburg	Feb. 10	Feb. 14	Feb. 17
(1) Helgoland	Feb. 24	Feb. 28	Mar. 3

(1) Carry a limited number of Second Cabin passengers, Steerage Passengers and freight.
(2) Carry freight only—no passengers.

BRAZIL LINE.

Bremen—Pernambuco, Bahia, Rio de Janeiro and Santos, via Antwerp & Leixoes, Oporto, and Lisbon event, Madeira (Funchal.)

STEAMERS	FROM Bremen	FROM Antwerp	FROM Leixoes, Oporto	FROM Lisbon.
Erlangen ‡*	Jan. 6	Jan. 10	Jan. 15	Jan. 16
Bonn ¶‡	Jan. 20	Jan. 24	Jan. 29	Jan. 30
Crefeld ‡	Feb. 3	Feb. 7	Feb. 12	Feb. 13
Halle ¶‡	Feb. 17	Feb. 21	Feb. 26	Feb. 27

Steamers carry Steerage passengers and a limited number of Second Cabin passengers, also freight.
‡Via Pernambuco, Rio de Janeiro and Santos.
¶Via Bahia, Rio de Janeiro and Santos.
*Also Maceo.
‡Also Sao Francisco (South Brazil). Route: Rio, Sao Francisco, Santos.
S. S. Wittenberg carries only Steerage passengers and freight.
Connections for freight made with steamers at **Paranagua, Sao Francisco, Desterro and Rio Grande do Sul.**

CUBA LINE.

Bremen, Antwerp, Coruna event, Vigo or Villagarcia to Havana, Cienfuegos and Manzanillo.

STEAMERS	FROM Bremen	FROM Antwerp	FROM Coruna
Mainz	Jan. 14	Jan. 18	Jan. 21
Roland	Feb. 14	Feb. 18	Feb. 21

These Steamers carry Steerage passengers, cargo and a limited number of Second Cabin passengers.

GALVESTON LINE.

Bremen—Galveston, via New York or Baltimore.

STEAMERS	FROM Bremen	STEAMERS	FROM Bremen
*Breslau	Febr. 1	†Frankfurt	April 21
*Hannover	March 1	Hannover	May 3
*Koeln	March 29	Koeln	May 31

†Via New York. *Via Baltimore.
These steamers carry Steerage passengers, cargo and a limited number of Second Cabin passengers.

NORTH GERMAN LLOYD FLEET.

Twin-Screw Express Steamships.

	Horsepower	Tons		Horsepower	Tons
Kaiser Wilhelm II.	40,000	19,500	Kaiser Wilhelm der Grosse.	28,000	14,349
Kronprinz Wilhelm	35,000	14,908			

Fast Mail Steamship.

	Horsepower	Tons		Horsepower	Tons
Hohenzollern	7.500	6,668	Trave	9,000	5,383

Twin-Screw Passenger Steamships—Barbarossa Class.

	Horsepower	Tons		Horsepower	Tons
Grosser Kurfuerst	9,700	13,182	Bremen	8,000	11,570
Barbarossa	7,000	10,915	Prinzess Irene	9,000	10,881
Koenigin Luise	7,000	10,711	Prinzess Alice	9,000	10,911
Friedrich der Grosse	7,200	10,695	Prinz Eitel Friedrich	7 500	8,865
Koenig Albert	9,000	10,643			

Twin-Screw Steamships.

	Horsepower	Tons		Horsepower	Tons
Prinz Heinrich	5,800	6,263	Hannover	3,200	7,305
Prinz Regent Luitpold	5,500	6,288	Koln	3,200	7,409
Prinz Waldemar	2,500	3,227	Schleswig	4,000	6,955
Prinz Sigismund	2,500	3 302	Willehad	2,500	4,761
Rhein	5,500	10,058	Wittekind	2,700	5,640
Main	5,500	10,058	Westfalen	2,700	5,500
Neckar	6,000	9 835	Franken	2,700	5.500
Gneisenau	6,000	8,081	Lothringen	2,700	5,500
Zieten	6 600	8,043	Schwaben	2,700	5,500
Roon	6,300	8,022	Hessen	2,700	5,500
Seydlitz	6,000	7 942	Thueringen	2,700	5,500
Scharnhorst	6,300	8,131	Erlangen	2,600	5,285
Cassel	3,400	7,543	Coblenz	1,500	3,169
Breslau	3 400	7,524	Mainz	1,500	3,204
Chemnitz	3,200	7,542	Gluckauf	1,000	736
Brandenburg	3,200	7,532	Seeadler	950	532
Frankfurt	3,200	7,431			

Imperial Mail and Regular Service Steamships.

	Horsepower	Tons		Horsepower	Tons
Preussen	3,800	5,295	Nixe	2,000	843
Bayern	3,800	5,034	Najade	1,600	700
Sachsen	3,800	5,026	Stuttgart	3,200	5,048
Darmstadt	3,200	5,012	Karlsruhe	3 200	5,057
Gera	3,200	5,005	Helgoland	2,000	5 666
Oldenburg	3,200	5,006	Norderney	2,000	5,497
Weimar	3,200	4,996	Borkum	2,000	5,649
Freiburg	2,700	5,965	Bonn	2,200	3,969
Marburg	2,700	5,967	Halle	2,200	3,960
Wurzburg	2,400	5,085	Crefeld	1,900	3,829
Wittenberg	1,350	3,689	Aachen	1,900	3,833
Heidelberg	1,800	3,372	Roland	2,000	3,603

Training Vessels—Sailing Ships.

	H.-P.	Tons
Herzogin Sophie Charlotte, 2,581 Tons. Herzogin Cecilie,	—	3.242

Indo-Chinese Coasting Service, 43 Steamers	39,000	63,819
River Service, 47 Steamers	10,535	5,379
165 Lighters	.....	37,508
Total	423,535	583,374

In Course of Construction.

4 Imperial Mail Steamers	25,000	35,500
2 Steamers for the Indo-Chinese Coasting Service	2,200	3,000
1 Steamer for River Service	900	350
Grand Total	451,635	622,224

Building.

Twin-Screw Express Steamship "Kronprinzessin Cecilie" and Twin-Screw Passenger Steamship "Washington."
6 Transatlantic Steamers 2 Coast Line Steamers.

THROUGH TICKETS
ISSUED BY
NORTH GERMAN LLOYD STEAMERS.

CHINA AND JAPAN.—From Bremen and Hamburg, Antwerp, Rotterdam (outward bound), Southampton, Gibraltar, Genoa, Naples, Port Said, Sues, Aden, Colombo, Penang, Singapore, Hong Kong, Shanghai, Nagasaki, Hiogo (Kobe) and Yokohama.
Connections at Penang for Sumatra and Rangoon. At Singnpore for Sumatra, Bangkok, Borneo and Manila, for Batavia, Samarang, Soerabaya. For Batavia, Macassar, New Guinea, Queensland and Sydney.
AUSTRALIAN LINE.—Between Bremen, Antwerp, Southampton, Genoa, Naples, Port Said, Suez, Aden, Colombo, Fremantle Adelaide, Melbourne and Sydney.
Connections at Sydney for Queensland, New Guinea, Macassar, Batavia and Singapore.
FROM BREMEN AND ANTWERP by North German Lloyd to Southampton, Coruna, Vigo, Villagarcia or Madeira (Funchal), Montevideo and Buenos Ayres.

DIRECT CONNECTIONS FROM GENOA AND NAPLES to Egypt and the East by the North German Lloyd Imperial Mail Steamers.
PASSENGERS ARE ALLOWED TO STOP OVER at all intermediate ports and to continue voyage without extra charge on any later steamer on which there may be room available, and in such accommodation as may be vacant.

BAGGAGE.

The North German Lloyd and their representatives cannot undertake the forwarding of baggage on arrival at Gibraltar and Naples. Passengers should apply to forwarding agents in these cities.
The North German Lloyd has established a special Baggage Bureau at Genoa, (No. 10 Piazza San Siro), for the purpose of storing baggage or forwarding baggage belonging to the passengers on board of the steamers of the New York Mediterranean Service, as also of the Australian and China Service.
The attention of passengers is drawn to the fact that there is only a very small allowance made for baggage by the Continental Railroads in Europe and the charge made for excess of baggage beyond the limit is very high. The traveler in Europe will therefore do well to limit the amount of his baggage as much as possible.

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AGENTS OF THE NORTH GERMAN LLOYD S. S. CO.

Place:	Name and letter address:	Telegrahpic address:
BREMEN	NORTH GERMAN LLOYD, Papenstr, 5-6	LLOYD, BREMEN
LONDON	KELLER, WALLIS & CO., 14 Cockspur St., Charing Cross, S. W.	NORDLLOYD, LONDON
LONDON	KELLER, WALLIS & CO., 2 King William Street, City, E. C.	RELLEK, LONDON.
	CABIN BOOKING OFFICES	
Berlin	J. V. MESSMER-SELDERN, Hotel Bristol, Unter den Linden, 5-6	Nordlloyd, Berlin.
Vienna	CAPT. A. FERNICEL, Grand Hotel, 9 Kartnerring	Nordlloyd, Vienna.
Paris	NORTH GERMAN LLOYD, 2 Rue Scribe.	Nordlloyd, Paris
Aarau	Hans Gerber, Hotel Gerber-Terminus	
Aix-La-Chapelle (Aachen)	Cabin Booking office, Kurinspector E. Leuchter,	Kurinspector, Aachen.
Alexandria	C. H. Schoeller, Cleapatra Lane.	Nordlloyd, Alexandria.
Algiers	Thomas Cook & Son. (drinkkade.	Cook, Algiers.
Amsterdam	Wm. H. Muller & Co., 183 Prinz Hen-	Nordlloyd, Amsterdam.
Antwerp	Von Bary & Co., Place de Meir 23.	Nordlloyd, Antwerpen.
Aschaffenburg	M. S. Bustelli's Nachfolger (H. G. Koh	Nordlloyd, Aschaffenburg
Augsburg	Theodor Muhlschlegel. (ler)	
Baden-Baden	F. C. Joerger, Leopoldspaltz.	Bankhaus, Joerger.
Bad Ems	L. J. Kirchberger.	
Bad Kissingen	Friedrich Feustel.	Feustel, Kissengen.
Bad Kissingen	A. Lowenthal, Jr.	Bankgeschaft Lowenthal.
Barcelona	Guillermo Schipper, 6 Paseo de Colon.	
Barmen	Rudolf Dahl, 12 Altermarkt.	
Basel	Conrad Schneebeli, 54 Elizabethen St.	Nordlloyd, Barmen.
Bergen	J. C. R. Bruenech & Son.	Schneebeli, Basel.
Berlin	F. Montanus, Invalidenstr., 93 N. W.	
Berne	Kehrli & Oeler.	Supercargo, Berlin.
Beyrout	Weber & Co.	
Bonn a. Rh	Heinr. Brinck, Markt 29.	Weber Co., Beyrout.
Braunschweig	Carl Camehn, Bohlweg 16.	Brinck, Markt Bonn.
Breslau	Capt. von Kloch, 4 Neue Schweid- nitzerstrasse.	Carl Camehn, Braunschw Nordlloyd, Breslau. (eig
Brussels	Passage Bureau des Norddeutschen Lloyd, 21-23 Boulevard Anspach.	Nordlloyd, Brussell.
Cairo	Otto Sterzing, Opera Square.	Nordlloyd, Cairo.
Carlsbad	Rudolf Mayer Reisebureau.	Nordlloyd, Carlsbad.
Cassel(Hessen)	Aug. Pechmann, Kolnischestr., 16	Pechmann, Cassel.
Chemnitz	A. Hauptmann, Theaterstr., 27	Nordlloyd, Chemnitz.
Christiania	Arntzen & Co., Carl Johans Gade.	
Christianssand	Oluf A. S. Bellessen.	
Cherbourg	LePont & Fils, 46 Quai de Alexandre	Nordlloyd, Cherbourg.
Coblenz	Guido Erxleben. (III.	
Cologne	W. Lippmann, Domkloster 1.	Nordlloyd, Kolnrhein.
Constance	Macaire & Cie, Bankers, Insel Hotel.	Marcaire, Konstanz.
Copenhagen	Norddeutscher Lloyd, N. Ostergade, 1	Nordlloyd, Copenhagen.
Crefeld	Andre Weis, Elisabethstr., 59-61.	Nordlloyd, Crefeld.
Darmstadt	Anton Fischer, Frankfurterstr., 12-14.	Anton Fischer, Darmstad
Davos-Platz	Emil Sartory.	Davosphatz.
Dortmund	Otto zur Hellen, Konigshol 7.	OttoZurhellen, Dortmund
Dresden	Fr. Bremermann, Pragerstrasse 49 vis a vis Hauptbahnhof.	Nordlloyd, Dresden.
Drontheim	Albrecht W. Selmer.	
Duisburg	Karl Schroers, 92-98 Ruhrorterstr.	Nordlloyd, Duisberg. dor
Dusseldorf	Jos. Wolf, Wilhelmsplatz, II.	Wolf, Wilhelmsplatz, Dus.
Erfurt	Paul Schneider, Gartenstrasse, 62d.	Lloydagentus, Erfurtdorf
Frankfort a.m.	Chr. Emil Derschow, Kaiserstr., 14.	Nordlloyd, Frankfurt-
Freiburg Bd'n	Ed. Hebting. (nabuorni.	Main.
Florence	French, Lemon & Co., 2-4 Via Tor- Norddeutscher Lloyd, Passage Bureau	Concord, Florence.
Florence	Florence, 17 Via Tornabuorni.	Nordlloyd, Florence.
Geneva	A. Bocquin & Co., 22 Rue Montblanc.	Nordlloyd, Geneva.
GENOA	LEUPOLD BROS., 10 Plaza, San Sire.	Nordlloyd, Genoa.
Gera Reuss	Bauer & Anders, Sorge, 14. (Line.	
GIBRALTAR	JOHN ONETTI & SONS. Engineer	Nordlloyd, Gibraltar.
Gotha	Hermann Lohberger, 31 Schwabhau- serstrasse.	Creditreform, Gotha.
Gothenburg	Flach & Wimnell, Sodra Hangantan 51	Nordlloyd, Gothenburg.
Hamburg	Wilhelm Lazarus, 4 Rolandsbrucke.	Nordlloyd, Hamburg.
Hamburg	Robert M. Sloman, Jr.	
Hanover	Wilhelm Berkhan, Georgstrasse, 39.	Nordlloyd, Hannover.
Havana (Cuba)	Schwab & Tillmann	Nordlloyd, Havana.
Havre	Michell & Kimball, 26 Rue des Viviers.	Nordlloyd, Havre. (hoehe
Homburg H'e	Wilh, Nagel, Jr. (in Tirol.	Reisebureau, Homburg-
Innsbruck	Landesverbandes fur Fremdenverkehr	Landesverband, Inns-
Interlaken	Volksbank.	(bruck.
Jena	Wilh. Sieber, Neugasse 26.	
Karlsruhe B'd	Fr. Kern, Erbprinzenstrasse 6.	Nordlloyd, Karlsruhe-

Place:	Name and letter address:	Telegraphic address:
Keil	John Spiering.	Nordlloyd, Kiel (baden.
Kreuznach	C. F. Eccardt, Kloster-Kellerei.	Eccardt, Kreusnach.
Lausanne	Dubois Freres. (Platz	Duboirnou, Lausanne.
Leipsic	E. Wellbrock, Georgiring 1, Augustus-	Nordlloyd, Leipzig
Lille (France)	Agence Lubin, 17 Rue Faidherbe.	
Lucerne	Frey & Suchsland, Hotel Schweizer- hof.	Nordlloyd, Lucerne.
Ludwigshafen a. Rhein	Peter Rixius.	Peter Rixius, Ludwigs- hafenhein. rhein.
Ludwigshafen a. Rhein	Wilh. Johann.	Johann, Ludwigshafen-
Lugano	Banque de la Suisse Italienne.	
Madrid	Carlos de Cardona, 11 Calle Arrieta.	
Mainz	L. Lyssenhop & Co., Kaiserstrasse 7.	Nordlloyd, Mains.
Malta	A. Duncan & Co.	Duncan, Malta.
Mannheim	Ph. Jac. Eglinger, O 7, No. 22.	Eglinger sen., Mannheim
Madgeburg	W. Vockeroh, 9 Wilhelmstr.	Vockeroh, Wilhelmstr.
Marburg a. L'n	Carl Schneider, Bahnhofstr, 20.	Lloyd Marburg, Bes.
Marseilles	William Carr, 4 Rue Beauvau.	Nordlloyd, Marselles.
Meran, Tyrol	S. Potzelberger, Pfarrplatz.	Potzelberger, Meran.
Messina	Peirce Brothers.	Pierce Brothers, Messina.
Milan	Gio-Corr. Meiss, 6 via Filodrammatice	Nordlloyd, Milan.
Monte Carlo	Comptoir National d'Escompte Im- meuble Smiths Bank.	Comptonia, Voyages (Montecarlo.
Montreux	F. Rolli.	
Munich	H. G. Kohler, Promenadenplatz 19, Hotel Bayerischer Hof.	Nordlloyd, Munchen.
Munich	Danler & Co., Bayerstr. 27.	Danler, Munchen.
Muenster, I.W	H. Coenen, Konigstrasse, 5.	Coenin, Munster.
NAPLES	ASELMEYER & CO., Corso Re Um- berto (Rettifilo) No. 6.	Nordlloyd, Naples.
Nauheim	H. Heinrich, Schuckhardt's Pvt. Hotel	Heinrich, Bad Nauheim.
Nice	Norddeutscher Lloyd, 14 Avenue Pe- lix Faure.	Nordlloyd, Nice.
Nordhausen	Carl Eene, Jr.	Eine, Jr., Nordhausen.
Nurnberg	Albert Bernhold.	Albert Bernhold, Nurnberg
Offenburg	August Hund.	A. Hund, Effenburg (Baden
Oldenb'g, i. Gr	Edw. Meiners.	
Osnabruck	Wm. Nordhaus, 3 Brockmauer.	
Ostend	Agence Maritime.	Nordlloyd, Ostend.
Palermo	Angelo Tagliavia & Figli.	Angelo, Palermo.
Paris	Armstrong & Co-, 19 Rue Scribe.	Germanicus, Paris.
Piraeus	Roth & Co.	Roth, Piraeus.
Plymouth	Keller, Wallis & Co.	Keller, Plymouth.
Plymouth	Orlando Davis & Co., 53 Southside S.	Orlando, Plymouth.
Port Said	H. Bronn.	Nordlloyd, Portsaid.
Prag	Norddeutscher Lloyd, 8 Hybernergasse	Nordlloyd, Prag.
Rome	North German Lloyd Pas'ge Bureau. J. E. Anniser, 395-396 Corso Umberts1	Nordlloyd, Rome.
Rome	French, Lemon & Co., 49 Piazza d.	
Rotterdam	W. H. Muller & Co. (Spagnio.	
Southampton	Keller, Wallis & Co., Canute Road.	Keller, Southampton.
St. Gall	Alfred Gahwiller, 41 St. Leonhardstr.	
St. Moritz	G. E. Rocco.	
Stavanger	Fred. Wattne.	
Stockholm	Nordisk Reisebureau.	Reisebureau Stockholm.
Strassburg(Els).	Ch. Staehling, L. Valentin & Co.	Staechling Valentin
Strassburg(Els).	Eugen Konig, Verkehrs Bureau, 13 Kussstrasse. (str.	Strassburgels. Verkehrsbureau Strassbu.
Stuttgart	Passage Bureau Rominger, 35 Konig-	Nordlloyd, Stuttgart.
Suez	Th. Meyer.	Nordlloyd, Suez.
Thun	H. Lanz, Banhof.	Lanz, Thun.
Trieste	Kuchler & Co., Via Galileo, 3.	Kuchler, Trieste.
Venice	Fischer & Rechsteiner.	Fischer, Rechsteiner, Ven-
Vevey	Edmond de la Harpe.	Nordlloyd, Vevey. (ice.
Weimar	S. Saal. (C. G. Kastner's Nachi.)	Saal, Bankgeschaft, Wei.
Wiesbaden	J. Chr. Glucklich, Wilhelmstrasse 50.	Glucklich, Wiesbaden.
Winterthur	Otto Muggli.	
Worms	Christ Berg.	Christ, Berg, Worms.
Wurzburg	V. A. Fischer, Domstrasse 60.	Hoflieferant, Fischer Wur-
Zermatt(Switz)	J. MARTI.	(zburg
Zurich	H. Meiss, 40 Bahnhofstr.	Nordlloyd, Zurich.
NEW YORK	OELRICHS & CO., 5 Broadway.	Nordloyd, New York.
CHICAGO	H. CLASSENIUS & CO., 95 Dearborn Street.	Clausenius, Chicago.
Galveston	Alfred Holt.	Nordlloyd, Galveston.
San Francisco	ROBERT CAPELLE, 140 Montgom- ery St.	Capelle, San Francisco.

Passengers can also be booked through the various agencies of Messrs THOS. COOK & SON, London; Messrs. SCHENKER & Co. (Reisebureau), VIENNA and their various branches.

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NORTH GERMAN LLOYD S. S. CO.

INFORMATION FOR PASSENGERS

STATEROOMS.

It is always advisable to apply early for accommodations, especially during the traveling season.

It is customary to pay a deposit of 25 per cent. of the passage money. This payment secures the berth up to three weeks prior to the sailing, at which time the full amount of passage must be paid.

The staterooms for the first-cabin passengers are spacious, airy and comfortable, painted in white enamel, with fittings in walnut. The lower berths in the majority of the outside staterooms are so arranged that they can be extended to form a double berth and accommodate two persons. The upper berth can be pushed back out of the way similar to an upper berth in a Pullman car. The sofas are wide, and large enough to be used as beds, if required; a whole family frequently find one of these rooms ample for their needs, but, to specially provide for large families or parties, a number of staterooms are arranged **en suite.**

All staterooms are furnished with toilet conveniences, and electric bells are in communication with the steward's department, thus insuring prompt service.

Plans and diagrams, showing the interior arrangements of the various steamers are constantly kept on hand, and will be sent on application.

Rooms are not sold for less than two fares.

Children under 10 years of age are taken for half rate. One person desiring a room for exclusive use will be charged two fares. Infants under one year are free. Servants are berthed in special rooms (servants' quarters) and pay servants' rates, Servants booked in second cabin, at second cabin rates **are not allowed** access to first cabin.

RETURN ACCOMMODATION

from Southampton, London, Cherbourg, Paris, Bremen, Genoa, Naples or Gibraltar can be engaged through **Oelrichs & Co.**, New York, either by letter or cable, the latter at passenger's expense. An allotment of rooms on steamers during the autumn return sailings, is held at the New York office.

When return accommodations are engaged in New York for passengers from the other side, the total amount of passage money must be paid before the passenger's departure from New York.

If a passenger is prevented from using the steamer engaged for, a suitable transfer can be arranged with the North German Lloyd Bremen, on several weeks' notice.

IMPORTANT INFORMATION FOR PASSENGERS RELATING TO BAGGAGE ABROAD.

The Customs Examination of all baggage belonging to passengers for **BREMEN** usually takes place in the passengers' Waiting Hall of the North German Lloyd at Bremerhaven, directly after disembarking.

After the Customs examination, passengers are conveyed by special train to Bremen, where their baggage is delivered to them about one hour afterward, in the North German Lloyd's Baggage Hall (situated directly in the vicinity of the Central Railway Station), on presentation of baggage checks received at New York or on board.

If, however, the steamer should enter the Weser River in the evening, so that the Customs examination of the whole of the baggage in Bremerhaven and the forwarding of the passengers and their baggage cannot be effected with certainty on the same day, then the passengers and their HAND-baggage will be at once landed at Bremerhaven and after the latter has been examined, conveyed to Bremen.

After departure from Southampton or Plymouth passengers will be informed where the Customs examination will be held, and should be the latter take place in Bremen, will be requested to take with them only THE MOST NECESSARY ARTICLES for the night's stay, to expedite their despatch from Bremerhaven to Bremen.

The remaining baggage will follow to Bremen during the night, where the Customs examination will take place on the following day in Shed No. 8 at the Station near the Breitenweg and near the Central Station and the principal Hotels.

The Customs Office is open from April 1st to September 30th from 7 A. M. to noon; from 2 P. M. to 7 P. M.; from October 1st to March 31st, from 8 A. M. to noon; from 2 P. M. to 7 P. M.

This arrangement affords passengers the advantage of being able to leave the steamer under any circumstances as soon as the voyage is at an end, and to catch the most convenient trains, which leave Bremen on the following morning at about ten o'clock for any destination.

A reliable Express Company (**Kamena & Co.'s Baggage Express**) undertakes the despatch of baggage in Bremen from the Lloyd Baggage Hall or Customs examination depot, near the Breitenweg, to the Central Railway Station, or to hotels and private dwellings in the town, at a charge of M.0.50 for each piece of baggage.

Passengers desirous of continuing their journey from Bremen as speedily as possible can catch the night trains from Bremen. In this case they must hand over their non-examined baggage to the Baggage officer on board or to our Baggage officer in Bremerhaven or Bremen, to be sent on afterward in bond (see Transfer of Baggage).

On landing at **CHERBOURG** passengers' **HAND** baggage is at once examined by the Customs officials on the landing stage. The Customs examination of the rest of the baggage of those passengers traveling to Paris takes place on arrival of the "Lloyd Express" at the St. Lazare Station in Paris.

The Customs examination of all passengers' baggage landed at **PLYMOUTH** takes place directly after disembarkment.

TRANSFER AND STORAGE OF BAGGAGE.

1. Baggage can be sent in bond to any place in the interior having a customhouse Passengers desiring to have their baggage forwarded in bond to its destination must apply to the Baggage officer on board or to our Baggage offices in Bremerhaven or Bremen.

2. Passengers wanting to have their baggage forwarded by freight to the interior after Customs examination in Bremerhaven or Bremen has taken place, are also advised to apply to the Baggage officer on board or to our Baggage offices in Bremerhaven or Bremen.

3. Baggage, steamer chairs, etc., can be delivered for **Storage** to the Baggage officer on board or to our Baggage offices in Bremerhaven or Bremen against their receipt.

The following charges will be made: 1. For **Transfer**, 25 cts. (M.1.) for each piece of baggage, but not more than $1.50 (6M.) for baggage on one receipt. Railway freight, Customs fees cartage, etc., will be charged in addition. 2. For **Storage** (including fire insurance), 25 cts. (M. 1.) for each piece of baggage for six months.

On the railways in Northern Germany only an allowance of 25 kgm. (50 lbs.) for one adult is made, while there is no allowance of free baggage on the lines in Southern Germany, Switzerland and Austria.

Very high rates are charged for excess baggage. It amounts, on an average, to double or treble that charged for Express (Eilgut) and four to six fold that of slow freight.

Baggage sent as Express (Eilgut) within Germany should reach its destination from Bremen in one or two days, according to the distance; baggage sent to Austria and Switzerland usually takes about two to four days from Bremen (inclusive of delay owing to Customs examination).

For all further information apply to the Baggage officer on board or to the Baggage office in Bremen.

Any inquiries or directions for the delivery or despatching of stored articles must be accompanied by the baggage receipt and addressed to the **NORTH GERMAN LLOYD BAGGAGE DEPARTMENT, BREMEN.**

BAGGAGE ABOARD SHIP.

Steamer trunks should be about 12 inches deep, and of the usual width and length, to enable them to go under the sofas in the staterooms. All baggage must be marked with name of passenger and steamer. Baggage required during the voyage should be marked "Wanted" and baggage that is not required should be labelled "Not wanted." Baggage tags and labels, printed for the purpose, will be supplied upon request at the various agencies of the company or at the Docks. Cabin passengers are allowed twenty cubic feet of baggage free of charge. Bicycles must be crated and will be carried for $2.50 each. Baggage may be sent to the Norddeutscher Lloyd Piers, two days before sailing. It will be kept in the company's baggage room until the passenger's arrival. Before boarding the steamer a check for each piece of baggage should be claimed from the baggage master on the pier.

Sea trunks can be stored at the port of debarkation, but the names should be **plainly marked.** Trunks so stored are at the risk of the owner; the North German Lloyd Steamship Company assumes no responsibility for them.

NO OVERCROWDING.

The number of passengers on these steamers is limited to the seating capacity on the saloon. All passengers are served at one sitting.

TOURISTS TO SWITZERLAND.

The North German Lloyd S. S. Co. maintains its own **General Agency** for Switzerland, **in Zurich, 40** Bahnhofstrasse (H. Meiss, General Agent). In connection with this office sub-agencies have been opened in the principal places of Switzerland.

Intending passengers addressing inquiries or orders to Mr. H. Meiss, or to the sub-agencies, will receive immediate attention by letter or telegraph. Berths and cabins offered and reserved by telegraph without extra charge. Baggage sent on board direct without examination at the frontier.

At these offices passengers intending to obtain accommodations on steamers of the North German Lloyd Steamship Company can engage their passage and can be furnished with all the information that they desire. The above agents are at the same time forwarding agents, and will despatch passengers' baggage direct to the port of embarkation at passengers risk.

EGYPT AND THE ORIENT.

Connections can be made at Genoa and Naples with the North German Lloyd Imperial Mail Steamers that call at these ports on their way to Egypt India, China, Japan and Australia. The ships in this service are magnificent types of the most modern construction. The chief characteristic, after their size and solidity is their great comfort, which pervades all their interior arrangements and furnishing. The staterooms, dining saloons, and drawing and smoking rooms are usually large and complete.

The Eastern service can be particularly recommended to tourists who desire to spend the winter months in Egypt. The steamers of this Eastern service are specially constructed for the tropics and provided with all the comforts and luxuries of the Transatlantic Express steamers.

They leave Genoa three times a month and make the run to Port Said in about four days and a half. From Port Said, Ismailia can be reached by mail in two hours, and from Ismailia the railroad conveys the traveler to Cairo comfortably and quickly.

NAPLES—SORRENTO—CAPRI—SORRENTO—NAPLES

The Societa Napoletana maintain a daily service in connection with the North German Lloyd Line at Naples to Sorrento, Capri, The Blue Grotto, Capri, Sorentro and return to Naples. The steamers of the Societa Napoletana leave Naples at 9 A. M., arriving at Sorrento at 10.20 A. M., arriving at Capri at 11.10 A. M., arriving at the Blue Grotto at 11.20 A. M., leaving the Blue Grotto at 12 M., arriving at Capri at 12.10 P. M. These steamers return from Capri for Naples at 4 P. M., arriving at Sorrento at 4.55 P. M. and arriving at Naples (Santa Lucia), at 6 P. M.

The steamers of this company are fitted with every convenience for Cabin Passengers and are provided with an excellent dining service, ladies' saloon and a smoking room.

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NORTH GERMAN LLOYD S. S. CO.

was founded in the year of 1857 and has carried since that time more than

THREE MILLION PASSENGERS

The lines operated by the company are

BREMEN, SOUTHAMPTON, CHERBOURG, NEW YORK
NEW YORK, PLYMOUTH, CHERBOURG BREMEN

From BREMEN,
Express Steamer leaves on Tuesday.
Twin-Screw Passenger Steamer Saturdays.

From SOUTHAMPTON,
Express Steamer leaves on Wednesday.
Twin-Screw Passenger Steamer, fornightly, Sundays.

From CHERBOURG,
Express Steamer leaves on Wednesday.
Twin-Screw Passenger Steamer, fornightly, Sundays.

From NEW YORK,
Express Steamer leaves on Tuesday.
Twin-Screw Passenger Steamer Thursdays.

NEW YORK, GIBRALTAR, NAPLES, GENOA (Express Service).
Saturdays.

MARSEILLES NAPLES AND ALEXANDRIA.
Fridays.

BREMEN AND BALTIMORE DIRECT
Every Thursday.

BREMEN ANTWERP, CORUNA, VIGO, HAVANA, CIENFUEGOS AND MANZANILLA.
Every fortnight.

BREMEN, GALVESTON, DIRECT.
Monthly.

BRAZIL LINE.—Bremen, Antwerp, Leixoes (Oporto), Lisbon, eventually Madeira, Bahia, Pernambuco, Rio de Janeiro, (Santos). Connections made for Paranagua, Sao Francisco, Desterro and Rio Grande do Sul. Monthly.

RIVER PLATE LINE.—Bremen, Antwerp, Coruna, Vigo or Villagarcia (Funchal), Montevideo and Buenos Ayres. Every fourteen days.

CHINA AND JAPAN.—Bremen and Hamburg, Antwerp, Rotterdam (outward bound), Southampton, Gibraltar, Genoa Naples, Port Said, Suez, Aden, Colombo, Penang, Singapore, Hong Kong, Shanghai, Nagasaki, Hiogo (Kobe) and Yokohama. Every fortnight.

Connections at Penang for Sumatra and Rangoon. At Singapore for Sumatra Bangkok, Borneo and Manila for Batavia, Samarang Soerabaya. For Batavia, Macassar, New Guinea, Queensland and Sydney.

AUSTRALIAN LINE.—Bremen, Antwerp, Southampton, Genoa, Naples, Port Said, Suez, Aden, Colombo, Fremantle, Adelaide, Melbourne and Sydney. Monthly.

Connections at Sydney for Queensland, New Guinea, Macassar, Batavia and Singapore.

CONSULT SPECIAL SAILING LIST

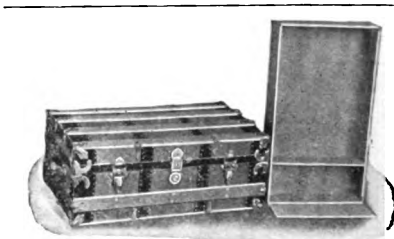
NEW YORK'S NEWEST SOCIAL CENTER.

Longacre Square (or Times Square, as it is coming to be called since the New York Times erected its tower-like and ornamental building at Broadway and Forty-second Street) is the new hotel, social and theatrical center of New York city. Longacre Square is embraced between Forty-second and Forty-seventh Streets, west, and in the intersection of Broadway and Seventh Avenue. Facing it are four of New York's largest theatres, and ten more are less than a block away. Here are located some of the most fashionable restaurants in the city, and here also are to be found some of the finest hotels.

Among the latter none takes a more prominent place than the new Hotel Astor, either in respect to size, location or appointments. Situated at the broadest part of this great square directly opposite the New York and Criterion theatres, occupying the whole block on Broadway, between Forty-fourth and Forty-fifth Streets, and of enormous size, it is at once the most dignified and the roomiest of New York's great new hotels. It is a palatial hotel in every respect, and is on a par with the palace hotels of London and the Continent. Every modern improvement has been included in its equipment; electric light, call bells, local and long distance telephones, private baths, etc., automatic regulation of temperature and ventilation, service maintained at the highest standard of efficiency, and a cuisine that has already made for itself an enviable reputation. The structure is completely fireproof. The corridors, halls, reception, drawing and dining rooms are all of large size and luxurious appointments, in fact the entire hotel has been fitted up without regard to expense. There are carriage entrances on each of the three streets on which the hotel faces, and ample room for carriage stands in the great square in front of the building.

WHAT CROWNS ARE WORTH.

The lightest of European crowns is the state crown of Great Britain, which was made for Queen Victoria. Although it weighs only 2 pounds 7 ounces, its value is $1,500,000. One enormous sapphire came from the signet of Edward the Confessor. In the pope's treasure house are two crowns which are valued at $2,000,000. One of them was the gift of Napoleon to Pius VII., and contains the largest emerald in the world. The other, the gift of Queen Isabella of Spain to Pius IX., weighs three pounds, and is worth $1,000,000.—Exchange.



Our TRUNKS and BAGS have an international reputation—a reputation built up and sustained by quality.

HEADLEY & FARMER CO.
Newark, N. J., U. S. A.

New York Salesroom: (Dept. N) 14-16 Astor Place

MARCONI TELEGRAPH

Wireless Messages can be sent from any part of the United States to incoming or outgoing transatlantic steamers from New York, via SEA GATE, L. I., Dock to BABYLON or vice versa.

via BABYLON, L. I. - 5 hours out
via SAGAPONACK, L. I. - 8 " "
via SIASCONSET, MASS. - 14 " "
via SABLE ISLAND, N. S. 40 " "

For rates apply to any office of
POSTAL-TELEGRAPH-CABLE CO.
WESTERN UNION TELEGRAPH CO. or

Marconi Wireless Telegraph Co. of America

27 WILLIAM ST. NEW YORK, N. Y.

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NORTH GERMAN LLOYD BULLETIN

Vol. XXI. NEW YORK AND BREMEN, MARCH, 1906. No. 3.

AMUSEMENT AFLOAT.

Sports and Pastimes Indulged in by Passengers on Board Modern Transatlantic Steamships.

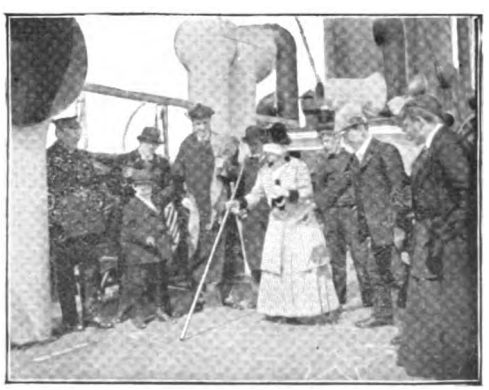
The wonderful phenomena seen in both sky and water are among the delights of shipboard, but the informal sports and amusements, when all formality and stiff convention are cast aside, provide no small part of the pleasure of an ocean voyage. Many games are indulged in, some for the vigorous and athletically inclined, and others, milder, for those desiring to be somewhat indolent on the trip. For those seeking strenuous exercise there need never be an unfulfilled desire for it on board a large steamship. And to the travelers who indulge most actively in these beautiful sports, mal-de-mer has lost most of its terrors.



NO. 1.—ROPE QUOITS

Of the milder forms of games, rope quoits is popular. It is played practically in the same way that the small boy plays his "horse shoes," with one post or two as the contestants prefer. Instead of metal rings, those made of three-quarter inch rope are used. The rings are graduated in size, making each throw more difficult to effect. An exciting and amusing modification of the game may be introduced by one player tossing the rings at his opponent's extended finger and penalizing him if he misses any of them.

"Placing the Pig's Eye" is copied after the old Halloween game of "Donkey's Tail." The outline of a pig, at least five feet long and three feet high, is chalked out on the deck. The first "artist" is blindfolded and a light pole, or shuffle board cue, is placed in his hand. From a point fifteen feet from the "pig" he is started, with instruction to place the eye where Nature intended it to be. Though commencing on the right course, the laughter of his fellow-passengers and their many "helpful suggestions" completely confuse the player and he either marches directly to the tail—to the intense amusement of all—or chalks the eye half a dozen steps away from the proper spot.



NO. 2.—PLACING THE PIG'S EYE

Strength of arm and good control of body muscles are necessary to the victor in the ludicrous game of "Sling the Monkey." A seaman mounts the shrouds and fastens a thirty foot rope to the ratlings. A noose two feet long is fashioned at the lower end of the rope, about four feet from the deck. The first "victim" gets down upon his hands, and his feet are inserted in the noose. With a large portion of the body's weight thus resting upon the hands, the "monkey" is ordered to walk backward. In this absurd position, wrong end up, he must chalk lines as he progresses. The "monkey" placing the mark farthest away wins. In his struggles to keep a perfect balance the contestant will gyrate around and around, clawing frantically at the deck. When he has finally reached a satisfactory point and throws his weight on one arm and hand, in order to draw his line, he is

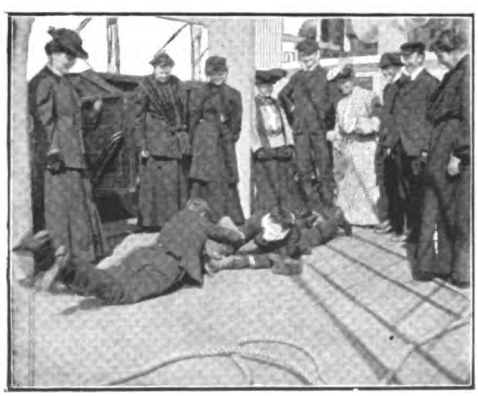
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at times whirled back amid shouts of laughter. The difficulty of the feat can hardly be appreciated until one has played the "monkey" with an unstable deck to contend with and jeers and numerous words of advice ringing in his ears.



NO. 3.—"SLING THE MONKEY"

Another mirth producing sport is, "Are you there?" or the "Blind Duel." Two "duelists" are blindfolded and commanded to lie flat on the deck, face downward. They are placed head to head, extended full length and just far enough apart so that they can clasp their left hands. In the right hand of each is placed a large roll of paper as a sword. At the word "Go," one "duelist" rises on his elbow, still holding the hand of his opponent, and cries, "Are you there?" When the other answers "Yes," the first attempts to strike him



NO. 4.—THE "BLIND DUEL"

over the head with the roll. In order to avoid the blow, the second, the moment he replies, dodges with head or body to a point where he believes his opponent's "sword" will not fall. As each vainly attempts to locate his foe by the sound of the voice and hits the deck violently and fruitlessly, the onlookers are convulsed with merriment. The victor in this novel duel is he who scores the largest number of successful blows in a given time.

As a test of muscle and an incentive to friendly rivalry, the tug-o'-war is excellent entertainment both for participants and spectators. As many as choose may lay hold of the long rope, making two big teams, but, as a rule, teams of eight are pitted against each other. A regular tournament may be "run off," the winning team becoming victor over all the others. In this sport the fair sex enters equally with its sturdy brothers or husbands. On the center of the rope a handkerchief is fastened and placed directly over a mark on the deck. Then, as "the tide of battle" flows, the "flag" will move backward or forward, marking the ebb and flow of victory.

Wrestling and boxing and the game with the undignified name of "Swat," are popular in the steerage. On their lower



NO. 5.—TUG-O'-WAR

decks, the boys and men tussle or pummel each other for the edification of their fellow-voyagers, or create amusement with "Swat." In this latter game, the one who is "it" bends from the waist downward and forward, clasping his hands behind his back and placing his face in the locked hands of a "director." The other players form a circle around the two. At a sign from the director, one of the players strikes the man, thus blinded, upon the back. If the victim is able to whirl in time to detect and also slap the one striking the blow, the latter must be "it." Though the cabin passen-



NO. 6.—'MILITARY TOURNAMENT'

gers seldom indulge in this game, they are generally amused spectators of it.

From the pillow fight, which has come down to us from earliest nursery lore, the amusing "Military Tournament"

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is taken. A boat's mast is lashed to two supports about four feet from the deck and in a position horizontal with it. Two opponents mount this "riding-the-rail" fashion, and, armed with large pillows, attempt to knock each other from their unstable seats. A mattress or pad is thrown beneath the spar to protect the fighters from the hard deck. When the word to start is given, one player strikes a heavy blow at his enemy and the force of his own effort often tumbles him ignominiously to the mat. Up he jumps, and, as he is almost safely mounted, a blow on the side of the head may again land him on the floor. His opponent has been successful



NO. 7.—WRESTLING IN STEERAGE

for the moment, perhaps, but with his own blow precipitates himself. The small mast is a difficult seat and clever and agile must be the "duelist" who long retains his position. For a laugh-producing exhibition the game can scarcely be surpassed by any other of the amusements peculiar to an ocean voyage.

"Ginger ale and bun," human wheel-barrow, potato races, and cock fighting are all entertaining. In the first game each contestant is provided with a bottle of ginger ale and a biscuit. These he must entirely consume, without spilling the ale or throwing away a morsel of the bread, before



NO. 8.—A HALF NELSON HOLD

he begins to race. The difficulty of running fast with a mouth full of dry bun after drinking rapidly the carbonated liquid may well be imagined. In the cock fighting, an eight foot ring is chalked on the deck and the two contestants seat themselves upon the flooring, placing a cane within the crook of the knees which are drawn close to the body. The ends of the cane are then caught in the hollows of the elbows. In this awkward position the fighters endeavor to push each other, rooster fashion, out of the circle.



NO. 9 —KEEPING THE SCORE

But the staple game, which remains most popular throughout the voyage with the largest number of passengers, is "Shuffle Board." It is a light sport, yet provides sufficient exercise to create considerable fatigue, if the player chooses to exert himself. It is somewhat like the game of pool. Cues, with half-moon shaped head and a handle five feet in length, are used to drive round blocks. The latter are from six to ten inches in diameter across the top surface. Two goals or "fields" are marked out on the deck about twelve strides apart. Each field is about six feet long with oval or straight ends, as the players prefer, and straight sides four



NO. 10.—SHUFFLE BOARD

feet from each other. The square within the oval ends are divided into nine equal squares, numbered so that, no matter in which direction they are counted in threes, the total will amount to fifteen, the total number in the nine squares being forty-five. The inside ovals are marked "ten off" and the outside "ten on." If the player's block stops in the first he sacrifices ten points, while if it reaches the outside pocket he gains ten. If one player's blocks land on numbers and not on lines, his opponent immediately attempts to knock them out, at the same time placing his own block in one of the pockets. Skilful shots may clear the field which would have totalled a

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large score. Though it requires considerable skill to use the cue, in a few hours one may easily become a good player. Shuffle board tournaments are both exciting and diverting.



NO. 11.—ROPE TAG

So it will be seen that the ocean voyages nowadays need never suffer from athletic ennui.—Frederick Carrington in Physical Culture Magazine.



NO. 12.—SWINGING ON BOARD

THE GOLDEN TEETH OF SHEEP.

Some time ago a mild sensation was caused by newspaper paragraphs stating that sheep with gold-coated teeth had been found in Australia. The mystery has been solved by Prof. Liversidge, to whom the lower half of a sheep jawbone from Dubbo, in New South Wales, was submitted for examination. The teeth were more or less encrusted with a yellow metallic substance more like brass, however, than gold, about 1-32 of an inch in thickness. Under the microscope it was seen to consist of thin translucent layers, the metallic lustre being due to the mode in which light was reflected from their surface. Higher hopes were speedily dashed when it was further ascertained that the encrustation was only a tartar-like deposit chiefly made up of calcium phosphate and organic matter. . . . . .

THE NORTH GERMAN LLOYD AS AN EMPLOYER.

The North German Lloyd at the present time employs on its ocean steamers 8,875 men, and on its river steamers 700 men; add to these 4,650 men employed on land, the entire number will amount to 14,525. Of these 5,270 are married (2,200 men on the ocean steamers, 200 on the river steamers, and 2,780 of the land force), 240 are widowers, while 8,650 men are single (6,445 on the ocean steamers, 490 on the river steamers and 1,680 of the land force). According to this about 39 per cent. of the men are married or widowers. Add to this the number of children, of whom there are 9,311 under 15 years of age and 1,739 over 15, and you have as a total number of employees, including their families, the imposing number of 30,445 people, being as many people as we find in one of the large cities of Germany.

It is interesting to note the average length of service of the employees of the North German Lloyd. If a long term of service is favorable to the employee, it also speaks well for the employer, so that the North German Lloyd can be spoken of as a good employer judging from the length of time of service of its employees. This applies not only to the land force, but to those on board the steamers as well who have performed many years of faithful services.

Of the 62 Captains of its ocean steamers, 29 have been employed over 15 years, 20 over 20 and 6 over 25 years by the Company, and speaking of the comparatively short term captains employed on the Indo-China Coast Line, 42 in number, ten are employed over ten years and 7 over 15 years in the service.

Of the 64 first-class engineers employed on the ocean steamers, 3 have been employed over 8 years, 2 over ten, 16 over 15, 25 over 20 and 18 over 25 years. Of the 42 first-class engineers employed on the Indo-China Coast Line service 9 have been employed over 10 years, 4 over 15, and 1 over 20 years. Of the 66 second-class engineers, 15 have been employed over 10 years, 30 over 15, 11 over 20 and 2 over 25 years.

Of the 105 boatswains, 26 have been employed over 10 years, 13 over 15 and 2 over 25 years. Of the 117 carpenters 13 have been employed over 10 years, 9 over 15, 4 over 20 and 1 over 25 years. Of the 224 helmsmen, 43 have been employed over 10 years, 24 over 15, 6 over 20 and 1 over 25 years. Of the 238 oilers, 49 have been employed over 10 years, 17 over 15, 6 over 20 and 1 over 25 years. Of the 63 quartermasters, 17 have been employed over 10 years, 11 over 15 and 5 over 25 years. Of the 154 chief firemen, 42 have been employed over 10 years, 37 over 15, 16 over 20 and 2 over 25 years. Of the 50 head chefs 17 have been employed over 10 years, 11 over 15, 5 over 20 and 4 over 25 years. Of the 113 cooks on board the steamers, 12 have been employed over 10 years, 6 over 15, 3 over 20, and 1 over 25 years.

Of 44 head stewards, only three of them have served under ten years, 10 over 10 years, 18 over 15, 10 over 20 and 3 over 25 years in the service of the Lloyd. Of the 64 provision stewards, 21 have been employed over 10 years, 17 over 15, 7 over 20 and 3 over 25 years.

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Even in the callings in which one would expect a number of changes, it is shown that there is a surprising number who have reached a long term of years in the service of the company. Of 886 stokers, 95 have been employed over 10 years, 39 over 15, 11 over 20 and 1 over 25 years. Of the 160 bakers, 12 have been employed over 10 years, 4 over 15 and 1 over 20 years. Of the 43 barbers, 5 have been employed over 10 years, 5 over 15 and 1 over 25 years. Of the 158 stewardesses, 15 have been employed over 10 years, 13 over 15, and 6 over 20 years, and of the 1,522, 162 have been employed over 10 years, 109 over 15, 33 over 20 and 5 over 25 years.

FISHING WITH CORMORANTS.

Dr. Logan Jack, who has travelled extensively in China, thus describes the process of fishing with cormorants: "On a tiny open canoe stood a man armed with a paddle and accompanied by a score of cormorants. Merely to balance himself as the boat rushed down the shallow rapids was a feat of which any acrobat might be proud, but the sportsman did much more than this. As he struck the bottom from time to time with his paddle, the cormorants, on seeing a fish rise, would jump overboard and seize it, whereupon the boatman would stretch out the paddle for the bird to step upon and with a dexterous sweep bring bird and fish on board. This was repeated again and again, to our amazement and admiration. When the cormorants warmed to the work the whole flock would spring into the water and while swimming with the canoe scramble for the prey. The moment one of them had secured a prize he made for the canoe and was taken on board. The birds must be as highly trained as the man.

ORIGIN OF "CANARD."

What is a roorback? Well, it is a canard. But what is a canard? To explain this it is necessary to tell a story. Away back in the 50's of the last century, but within the memory of persons now living, a pseudo-scientific story was printed in Paris, at the time of the glory of the Third Empire, to this effect: That a scientific gentlemen became impressed with the gluttony of ducks, and determined to test it. He bought a dozen of these fowls. He killed one, reduced all of it except the feathers to mince-meat, and fed to the remaining eleven, which cleaned the food up with avidity. He then killed the second and fed to the ten; and continued the process until but one duck was left—in the unique position of having eaten its eleven comrades within an astonishingly short time.

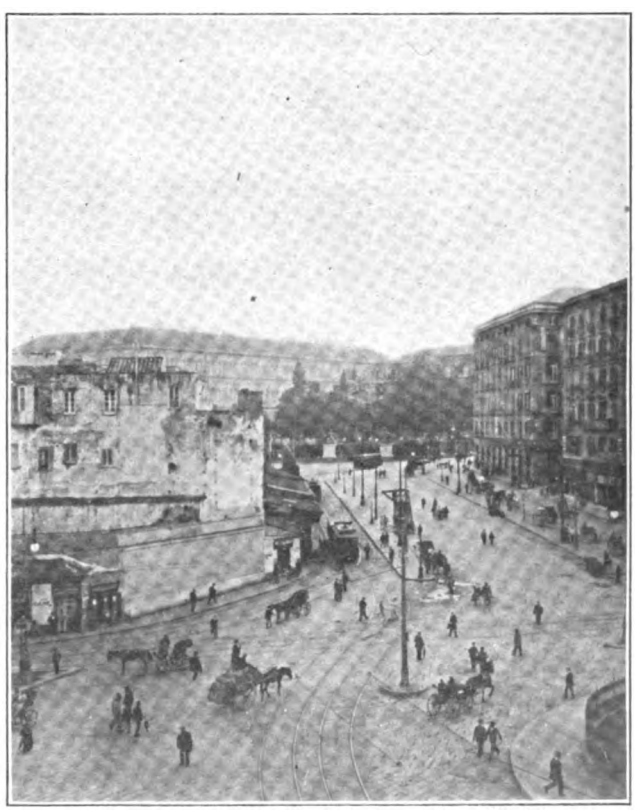
All Paris laughed at the story, and the word "canard" which is French for "duck"—passed at once into the argot of the boulevards, meaning a wildly impossible story—a fake, in fact.—Barsette Scrap Book.

A SAILING SHIP'S GREAT RECORD.

Memories of the old sailing-ship days and of the record passages of the famous China tea clippers are vividly recalled by the seven remarkable passages which have been made during the last twenty-one months by the German steel five-masted ship Preussen. This vessel, with a gross tonnage of more than 5,000 tons, is the largest "wind jammer" afloat and can carry 8,000 tons of nitrate. She is regularly engaged in trading between Hamburg and the nitrate ports on the west coast of South America, and since March, 1904, has made three complete round voyages, out and home, and one outward passage to Iquique.

The Preussen has thus rounded Cape Horn no fewer than seven times within twenty-one months, a marvelous sailing record. That the Germans have not lost all faith in masts and canvas is evidenced by the fact that at the present time there is building at Bremerhaven a five-masted steel bark which will be even larger than the Preussen. This new bark will, however, be fitted with triple expansion engines of 1,000 horse-power, which will enable her to steam seven or eight knots an hour in calm weather.

The first monument to trade unionism was erected recently in Melbourne, Australia. It is called the "Eight-Hour Monument," as it is in commemoration of the eight-hour system, which was begun in Australia forty-eight years ago. The monument is a tall marble pillar, surmounted by an oblong block holding a globe and torch. The word "Prosperity" is written on the globe, and three large figure eights are engraved upon the block.—Exchange.



STREET SCENE IN NAPLES THE ROYAL PALACE IN THE BACKGROUND

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FOREIGN NOTES OF INTEREST.

The peach was originally a poisoned almond. Its fleshy parts were used to poison arrows, and the fruit was for this purpose introduced into Persia. The transplantation and cultivation, however, not only removed its poisonous qualities, but produced the delicious fruit we now enjoy.

At a recent smelling competition in London only 6-72 per cent. of the competitors succeeded in distinguishing the odors of common oils. Those most easily identified were camphor, peppermint, vanilla and cloves; those least recognized were hemlock and lavender.

Mrs. Mary Holloway wrote to Queen Alexandria that she had lived seventy years in the same house and had been a widow forty years. Incidently she mentioned that she had heard there were 400 clocks in Windsor Castle. In reply she received from the Queen a finely mounted brass travelling clock in a leather case and an inscription.

The earliest election of which the numbers polled have been preserved is that at Lincoln, England, in 1547. At this eighty-four "voices" were cast.

SHERARDIZING.—A public demonstration was recently given in London by Mr. Sherard Cowpercoles of a new method of making alloys. He discovered the fact that if a copper plate be surrounded with zinc dust or fumes, and heated to 500 degrees F. for an hour or two, the two metals unite, In the same way iron and steel articles can be covered with a uniform layer of zinc—in fact, galvanized. Red rust and grease in no way interfere with the process. The process has also been applied to decorative work.

Experiments are being made at Montreux, France, with a new electric searchlight of 30,000,000 candle-power that will project rays fifty miles.

The municipality of Nice has trained dogs to draw a cord, with a brush fixed to the end of it, through the small sewers of the city, and so clean them.

The collapse of the roof of the Charing Cross railway station, London, was caused by a "pocket" formed in the casting of one of the iron tie rods. The weight of a staging on which carpenters were working broke it. There was no way of detecting the fault, experts said at the inquest.

Ceylon is a promising field for the cultivation of rubber. During 1905, 45,000 more acres were planted with rubber and 15,000 acres more will be so planted by the end of 1906. This news was thought to be of sufficient interest to automobilists to appear in "Automobile Notes" of the London Times.

Probably one of the longest leases known was granted for a small piece of meadow land, some sixteen acres in extent, in Surrey. It is for the term of 2,900 years, and was granted on St. Michael's Day, in 1651, at the singular rental of "a red rose when demanded." It is not stipulated that the rose shall be the product of this land, which is fortunate, for no such rose grows anywhere on the sixteen acres.—London Tit Bits.

The youngest King in the world is Daudi Chau, King of Uganda, Africa, who is now about eight. He holds his court seated on a scarlet throne with a leopard skin mat under his feet and bearing in his hand a toy gun. The British exercise a protectorate over the young King and his kingdom, and have established for him a sort of Parliament, which he opens regularly with much pomp.—Exchange.

· · London motor-bus drivers who avoid accidents for a week receive a bonus. They are fined for accidents.

The success which has attended submarine navigation in the French navy has led the German navy to carry out experiments with various acoustic apparatus destined to give warning of the approach of submersible boats. Thus the German Admiralty has just carried out in the roadstead off Kiel official experiments with a new apparatus invented by a naval lieutenant, and these experiments have been most successful. With a view to testing the new microphonic apparatus a bell weighing 143 pounds, and with its clapper moved electrically, was sunk near the Gabelflach lightship to a depth of twenty feet, which is the average depth at which submarines are navigated. By means of a "microphone detector" it was possible to fix with certainty up to a distance of three and three-quarter miles the actual position of the bell, while its tones could be heard clearly up to a distance of five and five-eighth miles.—London Globe.

One of the fashionable restaurants of London has introduced French serio-comic singing for the entertainment of its patrons during the supper hour, after the theatre.

At Berne, Switzerland, this spring, there is to be an exhibition at which 1,785 varieties of sausages will be on view.

An uphill railway, perhaps the most remarkable in the world, is the Oroyo, in Peru. It runs from Callao to the gold fields of Cerro de Pasco. From Callao it ascends the narrow valley of the Rimac, rising nearly 5,000 feet in the first fifty-six miles. Thence it goes through the intricate gorges of the Sierras till it tunnels the Andes at an altitude of 15,645 feet, the highest point in the world where a piston-rod is moved by steam. The wonder is increased by remembering that this elevation is reached in seventy-eight miles.—Exchange.

The yearly allowance of the mikado, which is at the same time that of the whole imperial family, is now £300,000. Besides, he has the yearly incomes of £100,000 from the interest on the £3,000,000 which was given to him from the war indemnity received from China ten years ago; of £50,000 from his private investments, which amount to £1,000,000 or more; and of £100,000 from the forests, covering an area of 5,124,873 acres and valued at more than £100,000,000 at £20 per acre; in all £250,000. Thus his yearly net income amounts to £550,000. There are in all sixty members of the imperial family, inclusive of eleven married and four widowed princesses, who are members of the family by marriage, not by birth.—Exchange.

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NORTH GERMAN LLOYD BULLETIN

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NOTICE TO AMATEUR PHOTOGRAPHERS:

Messrs. Oelrichs & Co., General Agents, North German Lloyd, 5 Broadway, New York, will be pleased to receive mounted or unmounted prints of any photographs taken upon the Norddeutscher Lloyd ships, and will promptly acknowledge receipt of same.

THE "AULD BRIG" OF AYR.

Plan to Preserve Original Lines of Structure Made Famous by Burns.

Ayr, famed in Burns' phrase for its "honest men and bonnie lassies," is greatly concerned for the fate of its famous "auld brig," says the London Chronicle. To any one who has ever passed over the new bridge the threatened restoration of the old bridge cannot but suggest feelings of regret; for, in most cases, restoration of an architectural relic means its destruction, and to destroy Ayr's "auld brig" would be an act of the grossest vandalism. Its ancient stones recall stirring events of the thirteenth century, and its simple, strong lines of masonry ought to inspire the sincerest respect of artists. And, above all in the eyes of Scotsmen, the "auld brig" has been dedicated to posterity in some of "Bobbie" Burns' wittiest verse.

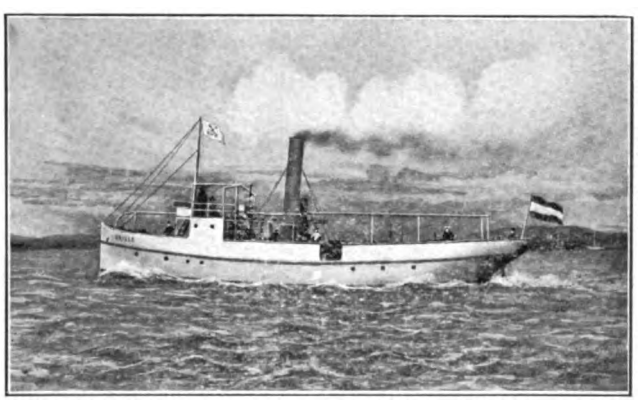
The bridge was built in the reign of Alexander III., and until recently it bore, on its eastern parapet, the carved effigies of the two donors. In its day and generation the old bridge has been the scene of many of the wild and whirling events of Scottish history. Monarchs and men-at-arms have passed over it on deadly frays intent, and humble citizens have crossed it on their way to kirk and market.

The soldiers of Cromwell and of Claverhouse have trod its stones, and it has been the trysting place of lovers in high and in lowly stations of life. But the pride of the burghers of Ayr in their ancient bridge is less due to its ancient history than to the prophecy of their own familiar poet, Bobbie Burns, that it would be a bridge when the new structure was "a shapeless cairn." All that is wanted is that the bridge should not be utterly demolished. Sir William Arrol has approved of a plan for its preservation without utterly destroying its identity. This plan has been prepared by B. Hall Blyth, M. Inst. C. E. of Edinburgh, who, in his report to the Town Council, wrote: "If the work is properly and carefully carried out, the beautiful lines of the original bridge, and its picturesque appearance, enhanced by the weather-beaten stones and time-worn surfaces, will without doubt be admired and revered by future generations as much as by past."

A Ceylon paper recently gave an account of the finding of the largest cat's eye gem of which there is any record. It weighs nearly seven pounds. The finder was a man who had been very poor. A few months ago, however, his digging for gems was rewarded by finding a cat's eye, which he sold for £1.250. Soon after he dug up another, for which he realized £2,500; and then his luck reached a climax when he unearthed his large stone, which is described as of perfect lustre. He has been offered £19,000 by a syndicate of local dealers, but has refused, as he declares he can cut the gem into forty stones, each of which will bring £1,000.—London Tit Bits.

THE SPECIAL TENDER AT GIBRALTAR.

A special tender of the North German Lloyd is in service in landing passengers from their steamers at Gibraltar. Formerly passengers landing and embarking at Gibraltar were obliged to avail themselves of small steam-launches or row-boats, and the introduction of a special tender for passengers has contributed very materially to the greater comfort and safety of passengers at Gibraltar. The small tender, which bears the name of Grille, is built of wood, and with special reference to the local requirements at Gibraltar. Her length is 79 feet 8 inches; beam, 18 feet, and depth, 9 feet 10 inches.



The Special North German Lloyd Tender Grille, used for Landing Passengers at Gibraltar.

A handsomely appointed cabin furnishes ample accommodation for passengers in bad weather. Her construction is very strong. The vessel has been fitted with all conveniences. The extensive deck is provided with benches at the railing, and its whole length covered with an awning. Amidship there are two deckhouses connected by a platform, from which passengers disembark and embark from the transatlantic steamer. As protection against the rain a pleasant saloon is provided under deck, aft. The motive power consist in a compound engine of about 150 horse power, giving a speed of about ten knots. Fare: one shilling each way.

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North German Lloyd Steamship Company.

TWIN SCREW EXPRESS SERVICE

KAISER WILHELM II.
KRONPRINZ WILHELM.
KAISER WILHELM DER GROSSE.

TWIN SCREW PASSENGER SERVICE

Barbarossa. Bremen. Friedrich der Grosse. Grosser Kurfuerst Hannover Cassel. Frankfurt. Brandenburg Breslau. Prinzess Alice, Rhein. Main. Neckar. Seydlitz.

PROPOSED SAILINGS (Subject to change.)

From Europe.					Departures from New York.			
DEPARTURES			Due at New York	STEAMERS.	FROM NEW YORK.	Due at Plymouth	Due at Cherbourg	Due at Bremen
From Bremen	From Southampton	From Cherbourg						
Special Train leaves between 7 and 8 a.m.	Special Train leaves London Waterloo Station 9.25 a.m.	Special Train leaves Paris St. Lazare, at 9.20 a.m.			1906	Special Train awaits arrival of Steamers from New York	Special Train awaits arrival of Steamers from New York	Special Train awaits arrival of Steamers from New York
Mar. 13	Mar. 14	Mar. 14	Mar. 20	.....KAISER WILHELM II.....	Tues., Mar. 27.....7 a. m.	Apr. 2	Apr. 2	Apr. 3
Mar. 10	Mar. 11	.....	Mar. 20	.....Grosser Kurfuerst.....	Thur., Mar. 29.....10 a. m.	Apr. 7	Apr. 7	Apr. 8
Mar. 17	.....	.....	Mar. 29	.....Rhein.....	...Proceeds to Baltimore....	.....	.....	.....
Mar. 27	Mar. 28	Mar. 28	Apr. 3	....KRONPRINZ WILHELM....	Tues., Apr. 10.....7 a. m.	Apr. 16	Apr. 16	Apr. 17
Mar. 24	.....	.....	Apr. 5	.....Brandenburg.....	Thur., Apr. 12.....10 a. m.	.....	.....	Apr. 24
Apr. 3	Apr. 4	Apr. 4	Apr. 10	KAISER WILHELM DER GROSSE	Tues., Apr. 17.....10 a. m.	Apr. 23	Apr. 23	Apr. 24
Mar. 31	.....	.....	Apr. 12	.....Breslau.....	Thur., Apr. 19.....10 a. m.	.....	.....	May 1
Apr. 10	Apr. 11	Apr. 11	Apr. 17	.....KAISER WILHELM II.....	Tues., Apr. 24.....6 a. m.	Apr. 30	Apr. 30	May 1
Apr. 7	.....	.....	Apr. 19	.....Cassel.....	Thur., Apr. 26.....10 a. m.	.....	.....	May 9
Apr. 14	.....	.....	Apr. 24	.....Grosser Kurfuerst.....	Tues., May 1.....10 a. m.	May 10	May 10	May 11
Apr. 24	Apr. 25	Apr. 25	May 1	....KRONPRINZ WILHELM.....	Tues., May 8.....6 a. m.	May 14	May 14	May 15
.....	.....	.....	.....	.....Barbarossa.....	Thur., May 10.....10 a. m.	May 19	May 19	May 20
Apr. 21	.....	.....	May 3	.....Frankfurt.....	..Proceeds to Galveston....	.....	.....	.....
May 1	May 2	May 2	May 8	KAISER WILHELM DER GROSSE	Tues., May 15.....10 a. m.	May 21	May 21	May 22
Apr. 28	.....	.....	May 10	.....Rhein.....	Thur., May 17.....10 a. m.	.....	.....	May 29
May 8	May 9	May 9	May 15	.....KAISER WILHELM II.....	Tues., May 22.....6 a. m.	May 28	May 28	May 29
May 5	.....	.....	May 15	.....Prinzess Alice.....	Thur., May 24.....10 a. m.	June 2	June 2	June 3
May 12	.....	May 13	May 22	.....Friedrich der Grosse.....	Tues., May 29.....10 a. m.	June 7	June 7	June 8
May 15	.....	.....	May 25	..... Trave	Thur., May 31.....10 a. m.	.....	.....	June 12
May 22	May 23	May 23	May 29	....KRONPRINZ WILHELM....	Tues., June 5.....5 a. m.	June 11	June 11	June 12
May 19	.....	May 20	May 29	.....Grosser Kurfuerst.....	Thur., June 7.....10 a. m.	June 16	June 16	June 17
May 29	May 30	May 30	June 5	KAISER WILHELM DER GROSSE	Tues., June 12.....10 a. m.	June 18	June 18	June 19
May 26	.....	.....	June 5	.....Barbarossa.....	Thur., June 14.....10 a. m.	June 23	June 23	June 24
June 5	June 6	June 6	June 12	.....KAISER WILHELM II.....	Tues., June 19.....5 a. m.	June 25	June 25	June 26
June 2	.....	June 3	June 12	.....Bremen.....	Thur., June 21.....10 a. m.	June 30	June 30	July 1
June 9	.....	June 10	June 19	.....Prinzess Alice.....	Tues., June 26.....10 a. m.	July 5	July 5	July 6
June 19	June 20	June 20	June 26	.....KRONPRINZ WILHELM....	Tues., July 3..12.30 noon	July 9	July 9	July 10
June 16	.....	June 17	June 26	.....Friedrich der Grosse.....	Thur., July 5.....10 a. m.	July 14	July 14	July 15
June 26	June 27	June 27	July 3	KAISER WILHELM DER GROSSE	Tues., July 10.....10 a. m.	July 16	July 16	July 17
June 23	.....	June 24	July 3	.....Grosser Kurfuerst.....	Thur., July 12.....10 a. m.	July 21	July 21	July 22
July 3	July 4	July 4	July 10	.....KAISER WILHELM II.....	Tues., July 17..... Noon.	July 23	July 23	July 24
June 30	July 1	.....	July 10	.....Barbarossa.....	Thur., July 19.....10 a. m.	July 28	July 28	July 29
July 7	.....	July 8	July 17	.....Bremen.....	Tues., July 24.....10 a. m.	Aug. 2	Aug. 2	Aug. 3
July 17	July 18	July 18	July 24	.....KRONPRINZ WILHELM....	Tues., July 31.....11 a. m.	Aug. 6	Aug. 6	Aug. 7
July 14	July 15	.....	July 24	.....Prinzess Alice.....	Thur., Aug. 2.....10 a. m.	Aug. 11	Aug. 11	Aug. 12
July 24	July 25	July 25	July 31	KAISER WILHELM DER GROSSE	Tues., Aug. 7.....10 a. m.	Aug. 13	Aug. 13	Aug. 14
July 21	.....	July 22	July 31	.....Friedrich der Grosse.....	Thur., Aug. 9.....10 a. m.	Aug. 18	Aug. 18	Aug. 19
July 28	.....	July 29	Aug. 7	.....Grosser Kurfuerst.....	Tues., Aug. 14.....10 a. m.	Aug. 23	Aug. 23	Aug. 24

STEAMERS **DO NOT** CALL AT PORTS WHERE DATE IS OMITTED.

NORTH GERMAN LLOYD PIERS, HOBOKEN, NEW JERSEY

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North German Lloyd Steamship Company.

PROPOSED SAILINGS (Subject to Change.)

From Mediterranean Ports				To Mediterranean Ports.				
DEPARTURES			DUE	FROM NEW YORK.		DUE	DUE	DUE
From GENOA	From NAPLES	From Gibraltar	at New York	STEAMSHIPS	DATE.	at Gibraltar	at NAPLES	at GENOA
					1906			
Mar. 8	Mar. 9	Mar. 12	Mar. 21	Koenig Albert	Sat., Mar. 24 11 a. m.	Apr. 2	Apr.* 5	Apr. 6
Mar. 15	Mar. 16	Mar. 19	Mar. 28	Barbarossa	Sat., Mar. 31 11 a. m.	Apr. 9	Apr.*12	Apr 13
Mar. 22	Mar. 23	Mar. 26	Apr. 4	Prinzess Irene	Sat., Apr. 7 11 a. m.	Apr. 16	Apr.*19	Apr. 20
Mar. 29	Mar. 30	Apr. 2	Apr. 11	Koenigin Luise	Sat., Apr. 14 11 a. m.	Apr. 23	Apr.*26	Apr 27
.....	Apr. 5	.....	Apr. 18	Neckar	Sat., Apr. 21 11 a. m.	May 1	May* 4	.....
Apr. 12	Apr. 13	Apr. 16	Apr. 25	Koenig Albert	Sat., Apr. 28 11 a. m.	May 7	May *10	May 11
Apr. 19	Apr. 20	Apr. 23	May 2	Barbarossa	.....	.....	.....	.....
Apr. 26	Apr. 27	Apr. 30	May 9	Prinzess Irene	Sat., May 12 11 a. m.	May 21	May *24	May 25
May 3	May 4	May 7	May 16	Koenigin Luise	Sat., May 19 11 a. m.	May 28	May *31	June 1
.....	May 11	.....	May 24	Neckar	.....	.....	.....	.....
May 17	May 18	May 21	May 30	Koenig Albert	Sat., June 2 11 a. m.	June 11	June*14	June 15
May 31	June 1	June 4	June 13	Prinzess Irene	Sat., June 16 11 a. m.	June 25	June*28	June 29
June 7	June 8	June 11	June 20	Koenigin Luise	Sat., June 23 11 a. m.	July 2	July 5	July 6
June 21	June 22	June 25	July 4	Koenig Albert	Sat., July 7 11 a. m.	July 16	July 19	July 20
July 5	July 6	July 9	July 18	Prinzess Irene	Sat., July 28 11 a. m.	Aug. 6	Aug. 9	Aug. 10
July 19	July 20	July 23	Aug. 1	Koenigin Luise	Sat., Aug. 11 11 a. m.	Aug. 20	Aug. 23	Aug. 24
Aug. 2	Aug. 3	Aug. 6	Aug. 15	Koenig Albert	Sat., Aug. 25 11 a. m.	Sept. 3	Sept. 6	Sept. 7
Aug. 16	Aug. 17	Aug. 20	Aug. 29	Prinzess Irene	Sat., Sept. 1 11 a. m.	Sept. 10	Sept. 13	Sept. 14
Aug. 30	Aug. 31	Sept. 3	Sept. 12	Koenigin Louise	Sat., Sept. 15 11 a. m.	Sept. 24	Sept. 27	Sept. 28
Sept. 13	Sept. 14	Sept. 17	Sept. 26	Koenig Albert	Sat., Sept. 29 11 a. m.	Oct. 8	Oct. 11	Oct. 12
Sept. 20	Sept. 21	Sept. 24	Oct. 3	Prinzess Irene	Sat., Oct. 13 11 a. m.	Oct. 22	Oct. 25	Oct. 26
Oct. 4	Oct. 5	Oct. 8	Oct. 17	Koenigin Luise	Sat., Oct. 27 11 a. m.	Nov. 5	Nov. 8	Nov. 9
Oct. 18	Oct. 19	Oct. 22	Oct. 31	Koenig Albert	Sat., Nov. 10 11 a. m.	Nov. 19	Nov. 22	Nov. 23
Nov. 1	Nov. 2	Nov. 5	Nov. 14	Prinzess Irene	Sat., Dec. 1 11 a. m.	Dec. 10	Dec. 10	Dec. 1
Nov. 15	Nov. 16	Nov. 19	Nov. 28	Koenigin Luise	Sat., Dec. 8 11 a. m.	Dec. 17	Dec. 13	Dec. 24
Dec. 6	Dec. 7	Dec. 10	Dec. 19	Koenig Albert	.....	.....	.....	1

STEAMERS **DO NOT** CALL AT PORTS WHERE DATE IS OMITTED.

NORTH GERMAN LLOYD PIERS, HOBOKEN, NEW JERSEY.

*Connecting at NAPLES with North German Lloyd Steamship **Schleswig** or **Hohenzollern** for ALEXANDRIA.

Through Tickets to Asia and Australia from New York by the North German Lloyd Mediterranean Service via Naples and the North German Lloyd Imperial Mail Steamers to the East.

FIRST CABIN ROUND TRIP OR EXCURSION TICKETS.

On Roundtrip Tickets a **reduction of 10 per cent.** of the return fare only is made. Passengers not taking Roundtrip Tickets are not allowed any reduction when taking their homeward tickets. These tickets are limited to one year and may be used on any steamer of the line on which there is accommodation vacant at the rate paid for. Accommodation will be reserved in advance only when roundtrip tickets are purchased before departure from New York.

Passengers holding North German Lloyd Return Tickets (Northern or Mediterranean Service) have the option of returning by Northern or Mediterranean Services or by any of the following lines subject to the rules and condition of the line by which passage is taken and to the payment of difference in fare, if any:—American Line, Atlantic Transport Line, Cie Gle. Transatlantique, Dominion Line, Hamburg-American Line, Holland-American Line Leyland Line, Red Star Line, White Star Line.

RETURN TICKETS are good only for accommodation at the rate specified therein. If no accommodation at the rate paid is available, and superior accommodation be desired the difference will have to be paid by the passenger.

MEDITERRANEAN SERVICE.

SECOND CABIN.

All Mediterranean steamers now carry Second Cabin passengers TO and FROM Mediterranean Ports.
Rates to and from Genoa, Naples or Gibraltar, $55.—per adult. Children beween 1 and 12 years of age pay half fare, infants under 1 year $5.

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North German Lloyd Steamship Company.

CHINA LINE. Outward Bound. 1906.

LEAVES	S. S. Prinz Eitel Friedrich Voy. ● 340	S. S. Sachsen. Voy. ● 341	S. S. Prinz Heinrich Voy. 342	S. S. Roon Voy. ● 343	S. S. Preussen Voy. 344	S. S. Zieten. Voy. 345	S. S. Oldenburg Voy. 346	S. S. Bayern Voy. 347	S. S Prinz Reg. Luitpold Voy. 348	S. S. Prinz Eitel Friedrich Voy. 349	S. S. Sachsen Voy. 350	S. S. Prinz Heinrich Voy. 351	S. S. Roon Voy. 352	S. S. Prinz Ludwig Voy. 353
Bremen.....(Wed.)	Feb. 14	.....	Mch. 14	.....	Apr. 11	.....	May 9	.....	June 6	.....	July 4	.....	Aug. 1	.....
Hamburg.....(Thur.)	.....	Mch. 1	.....	Mch. 29	.....	Apr. 26	.....	May 24	.....	June 21	.....	July 19	.....	Aug. 16
Rotterdam...(arr. Thur.)	Feb. 15	.....	Mch. 15	.....	Apr. 12	.....	May 10	.....	June 7	.....	July 5	.....	Aug. 2	.....
Antwerp.....(Mon.)	Feb. 19	Mch. 5	Mch. 19	Apr. 2	Apr. 16	Apr. 30	May 14	May 28	June 11	June 25	July 9	July 23	Aug. 6	Aug. 20
Southampton.....(Tues.)	Feb. 20	Mch. 6	Mch. 20	Apr. 3	Apr. 17	May 1	May 15	May 29	June 12	June 26	July 10	July 24	Aug. 7	Aug. 21
Gibraltar.....(Sat.)	Feb. 24	Mch. 10	Mch. 24	Apr. 7	Apr. 21	May 5	May 19	June 2	June 16	June 30	July 14	July 28	Aug. 11	Aug. 25
Genoa...(Wed., 11 a. m.)	Feb. 28	Mch 14	Mch. 28	Apr. 11	Apr. 25	May 9	May 23	June 6	June 20	July 4	July 18	Aug. 1	Aug. 15	Aug. 29
Naples(ar. Thur., 9 a. m.)	Mch. 1	Mch. 15	Mch. 29	Apr. 12	Apr. 26	May 10	May 24	June 7	June 21	July 5	July 19	Aug. 2	Aug. 16	Aug. 30
Naples(lve. Thur., 12 Mdt)	Mch. 1	Mch. 15	Mch. 29	Apr. 12	Apr. 26	May 10	**May 24**	June 7	**June 21**	**July 5**	July 19	Aug. 2	Aug. 16	Aug. 30
Port Said.....(arr. Mon.)	Mch. 5	Mch. 19	Apr. 3	Apr. 16	Apr. 30	May 14	May 28	June 11	June 25	July 9	July 23	Aug. 6	Aug. 20	Sept. 3
Suez.....(arr. Tues.)	Mch. 6	Mch. 20	Apr. 3	Apr. 17	May 1	May 15	May 29	June 12	June 26	July 10	July 24	Aug. 7	Aug. 21	Sept. 4
Aden.....(arr. Sat.)	Mch. 10	Mch. 24	Apr. 7	Apr. 21	May. 5	May 19	June 2	June 16	June 30	July 14	July 28	Aug. 11	Aug. 25	Sept. 8
Colombo.....(arr.)	Mch. 17	Mch. 31	Apr. 14	Apr. 28	May 12	May 26	June 9	June 23	July 7	July 21	Aug. 4	Aug. 18	Sept. 1	Sept. 15
Penang.....(arr.)	Mch. 22	Apr. 5	Apr. 19	May 3	May 17	May 31	June 14	June 28	July 12	July 26	Aug. 9	Aug. 23	Sept. 6	Sept. 20
Singapore.....(arr.)	Mch. 23	Apr. 6	Apr. 20	May 4	May 18	June 1	June 15	June 29	July 13	July 27	Aug. 10	Aug. 24	Sept. 7	Sept. 21
Hong Kong.....(arr.)	Mch. 29	Apr. 12	Apr. 26	May 10	May 24	June 7	June 21	July 5	July 19	Aug. 2	Aug. 16	Aug. 30	Sept. 13	Sept. 27
Shanghai {.....(arr.)	Apr. 2	Apr. 16	Apr. 30	May 14	May 28	June 11	June 25	July 9	July 23	Aug. 6	Aug. 20	Sept. 3	Sept. 17	Oct. 1
Shanghai {.....(lve.)	Apr. 4	Apr. 18	May 2	May 16	May 30	June 13	June 27	July 11	July 25	Aug. 8	Aug. 22	Sept. 5	Sept. 19	Oct. 3
Nagasaki.....(arr.)	Apr. 5	Apr. 19	May 3	May 17	May 31	June 14	June 28	July 12	July 26	Aug. 9	Aug. 23	Sept. 6	Sept. 20	Oct. 4
Kobe (Hiogo).....(arr.)	Apr. 6	Apr. 20	May 4	May 18	June 1	June 15	July 29	July 13	July 27	Aug. 10	Aug. 24	Sept. 7	Sept. 21	Oct. 5
Yokohama.....(arr.)	Apr. 8	Apr. 22	May 6	May 20	June 3	June 17	July 1	July 15	July 29	Aug. 12	Aug. 26	Sept. 9	Sept. 23	Oct. 7

*Connections made at NAPLES with steamer arriving from New York. Train leaves ALEXANDRIA 335 p. m., arriving at CAIRO 7.25 p. m.

Connections made at PENANG for BELAWAN (Deli) and ASAHAN (Sumatra) by steamers of the North German Lloyd; for RANGOON by steamers of the British India S.N. Co.

Connection made at SINGAPORE for SUMATRA (Belowan), ASAHAN, BANGKOK, HONG KONG via Bangkok, NORTH BORNEO (Labuan, Jesselton, Kudat, Sandakan, Lahad-Datu), CELEBES, MOLUKKEN (Macassar, Menado, Sangir Islands, Ternate, Gorontalo), SULU, ZAMBOANGA, ILOILO, CEBU, MANILA (for freight only) by steamers of the North German Lloyd; for BATAVIA, SAMARANG, SOERABAYA by steamer of the Kononklijke Paketvaart Maatschappij.

● Connections at HONG KONG for NEW GUINEA, QUEENSLAND and SYDNEY by the Imperial Mail Steamers "Prinz Waldemar," "Prinz Sigismund" and "Willehad," also connection for Manila.

Connection made at SHANGHAI for the YANGSTE RIVER PORTS (Chingkiang, Nanking, Wuhu, Kiukiang, Hankow) also for TSINGTAU CHEFOO and TIENTSIN.

CHINA LINE. Homeward Bound. 1906.

LEAVES	S. S. Preussen Voy. 335	S. S. Zieten. Voy. 336	S. S. Prinzess Alice. Voy. 337	S. S. Bayern Voy. 338	S. S. Prinz Reg. Luitpold Voy. 339	S. S. Prinz Eitel Fried. Voy. 340	S. S. Sachsen Voy. 341	S. S. Prinz Heinrich Voy. 342	S. S. Roon Voy. 343	S. S. Preussen Voy. 344	S. S. Zieten Voy. 345	S. S. Oldenburg Voy. 346	S. S. Bayern Voy. 347	S. S. Prinz Reg Luitpold Voy. 348
Yokohama.....(Sat.)	Feb. 3	Feb. 17	Mch. 3	Mch. 17	Mar. 31	Apr. 14	Apr. 28	May 12	May 26	June 9	June 23	July 7	July 21	Aug. 4
Kobe (Hiogo).....(Mon.)	Feb. 5	Feb. 19	Mch. 5	Mch. 19	Apr. 2	Apr. 16	Apr. 30	May 14	May 28	June 11	June 25	July 9	July 23	Aug. 6
Nagasaki.....(Wed.)	Feb. 7	Feb. 21	Mch. 7	Mch. 21	Apr. 4	Apr. 18	May 2	May 16	May 30	ne 13	June 27	July 11	July 25	Aug. 8
Shanghai {..(arr. Thur.)	Feb. 8	Feb. 22	Mch. 8	Mar. 22	Apr. 5	Apr. 19	May 3	May 17	May 31	June 14	June 28	July 12	July 26	Aug. 9
Shanghai {....(lve. Sat.)	Feb. 10	Feb. 24	Mch. 10	Mch. 24	Apr. 7	Apr. 21	May 5	May 19	June 2	June 16	June 30	July 14	July 28	Aug. 11
Hong Kong.....	Feb. 14	Feb. 28	Mch. 14	Mch. 28	Apr. 11	Apr. 25	May 9	May 24	June 7	June 21	July 5	July 19	Aug. 2	Aug. 16
Singapore.....	Feb. 19	Mch. 5	Mch. 19	Apr. 2	Apr. 16	Apr. 30	May 14	May 29	June 12	June 26	July 10	July 24	Aug. 7	Aug. 21
Penang.....	Feb. 21	Mch. 7	Mch. 21	Apr. 4	Apr. 18	May 2	May 16	May 31	June 14	June 28	July 12	July 26	Aug. 9	Aug. 23
Colombo.....	Feb. 25	Mch. 11	Mch. 25	Apr. 8	Apr. 22	May 7	May 21	June 5	June 19	July 3	July 17	July 31	Aug. 14	Aug. 28
Aden.....	Mch. 4	Mch. 18	Apr. 1	Apr. 15	Apr. 29	May 15	May 29	June 13	June 27	July 11	July 25	Aug. 8	Aug. 22	Sept. 5
Suez.....	Mch. 8	Mch. 22	Apr. 5	Apr. 19	May 3	May 19	June 2	June 17	July 1	July 15	July 29	Aug. 12	Aug. 26	Sept 9
Port Said.....(arr.)	Mch. 10	Mch. 24	Apr. 7	Apr. 21	May 5	May 20	June 3	June 18	July 2	July 16	July 30	Aug. 13	Aug. 27	Sept. 10
Naples.....(arr.)	Mch. 13	Mch. 27	Apr. 10	Apr. 24	May 8	May 23	June 6	June 21	July 5	July 19	Jug. 2	Aug. 16	Aug. 30	Sept. 13
Naples.....(lve.)	Mch. 14	Mch. 28	Apr. 11	Apr. 25	May 9	May 24	June 7	June 22	July 6	July 20	Aug. 3	Aug. 17	Aug. 31	Sept. 14
Genoa.....(arr.)	Mch. 15	Mch. 29	Apr. 12	Apr. 26	May 10	May 25	June 8	June 23	July 7	July 21	Aug. 4	Aug. 18	Sept. 1	Sept. 15
Gibraltar.....(arr.)	Mch. 19	Apr. 2	Apr. 16	Apr. 30	May 14	May 29	June 12	June 27	July 11	July 25	Aug. 8	Aug. 22	Sept. 5	Sept. 19
Southampton.....(arr.)	Mch. 23	Apr. 6	Apr. 20	May 4	May 18	June 2	June 16	July 1	July 15	July 29	Aug. 12	Aug. 26	Sept. 9	Sept. 23
Antwerp.....(arr.)	Mch. 24	Apr. 7	Apr. 21	May. 5	May 19	June 3	June 17	July 2	July 16	July 30	Aug. 13	Aug. 27	Sept. 10	Sept. 24
Amsterdam.....	Mch. 25	Apr. 7	.....	May 6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Hamburg.....(arr.)	.....	Apr. 11	.....	May 9	.....	June 6	.....	July 5	.....	Aug. 2	.....	Aug. 30	.....	Sept. 27
Bremen.....(arr.)	Mch. 28	.....	Apr. 24	.....	May 22	.....	June 20	.....	July 19	.....	Aug. 16	.....	Sept. 13	.....

TIME TABLE

Proposed Sailings of Twin-Screw Steamship "Scheswig" and "Hohenzollern," between Marseilles, Naples, Alexandria and Return.

STEAMERS	MARSEILLES	NAPLES		ALEXANDRIA		NAPLES		MARSEILLES
	Leave Wednesdays, 3 p. m.	Arrive Thursdays	Leave Fri., 11 a. m.	Arrive Mondays	Leave Wed., 5 p. m.	Arrive Saturdays	Leave Sun., 4 p. m.	Arrive Tuesdays
Schleswig.....	March.....14	Mar. 15	Mar. *16	Mar. 19	Mar. 21	Mar. 24	Mar. 25	March.....27
Hohenzollern.....	March.....21	Mar. 22	Mar. *23	Mar. 26	Mar. 28	Mar. 31	Apr. 1	April 3
Schleswig.....	March.....28	Mar. 29	Mar. *30	Apr. 2	Apr. 4	Apr. 7	Apr. 8	April.....10
Hohenzollern.....	April..... 4	Apr. 5	Apr. * 6	Apr. 9	Apr. 11	Apr. 14	Apr. 15	April.....17
Schleswig.....	April.....11	Apr. 12	Apr. *13	Apr. 16	Apr. 18	Apr. 21	Apr. 22	April.....24
Hohenzollern.....	April.....18	Apr. 19	Apr. *20	Apr. 23	Apr. 25	Apr. 28	Apr. 29	May..... 1
Schleswig.....	May..... 2	May 3	May * 4	May 7	May 9	May 12	May 13	May.....15
Hohenzollern.....	May..... 9	May 10	May *11	May 14	May 16	May 19	May 20	May.....22
Schleswig.....	May.....16	May 17	May 18	May 21	May 23	May 26	May 27	May.....29
Hohenzollern.....	May.....23	May 24	May *25	May 28	May 30	June 2	June 3	June..... 5

*Connections made at NAPLES with steamer arriving from New York. Train leaves ALEXANDRIA 3.35 p. m. arriving at CAIRO 7.25 p. m.

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North German Lloyd Steamship Company.

AUSTRALIAN LINE. Outward Bound, 1906.

LEAVES	S. S. Darmstadt Voy. 271	S. S. Seydlitz Voy. 272	S. S. Gneisenau Voy. 273	S. S. Gera Voy. 274	S. S. Scharnhorst Voy. 275	S. S. Bülow Voy. 276	S. S. Zieten Voy. 277	S. S. Grosser Kurfurst Voy. 278	S. S. Bremen Voy. 279	S. S. Scharnhorst Voy. 280	S. S. Barbarossa Voy. 281
Bremen.....(Wed.)	Mch. 21	Apr. 18	May 16	June 13	July 11	Aug. 8	Sept. 5	Oct. 3	Oct. 31	Nov. 28	Dec. 26
Antwerp.....(Sun.)	Mch. 25	Apr. 22	May 20	June 17	July 15	Aug. 12	Sept. 9	Oct. 7	Nov. 4	Dec. 2	Dec. 30
Southampton..(Mon.)	Mch. 26	Apr. 23	May 21	June 18	July 16	Aug. 13	Sept. 10	Oct. 8	Nov. 7	Dec. 3	Dec. 31
Genoa..(Tue.,10 a. m.)	Apr. 3	May 1	May 29	June 26	July 24	Aug. 21	Sept. 18	Oct. 16	Nov. 13	Dec. 11	Jan.'7 8
Naples .(arr.Wed.a.m.)	Apr. 4	May 2	May 30	June 27	July 25	Aug. 22	Sept. 19	Oct. 17	Nov. 14	Dec. 12	Jan. 9
Naples(lv.Wed.10 p.m)	Apr. 4	May 2	May 30	June 27	July 25	Aug. 22	Sept. 19	Oct. 17	Nov. 14	Dec. 12	Jan. 9
Port Said.....(Sun.)	Apr. 8	May 6	June 3	July 1	July 29	Aug. 26	Sept. 23	Oct. 21	Nov. 18	Dec. 16	Jan. 13
Suez.....(Mon.)	Apr. 9	May 7	June 4	July 2	July 30	Aug. 27	Sept. 24	Oct. 22	Nov. 19	Dec. 17	Jan. 14
Aden.....(Sat.)	Apr. 14	May 12	June 9	July 7	Aug. 4	Sept. 1	Sept. 29	Oct. 27	Nov. 24	Dec. 22	Jan. 19
Colombo.....(Sat.)	Apr. 21	May 19	June 16	July 14	Aug. 11	Sept. 8	Oct. 6	Nov. 3	Dec. 1	Dec. 31	Jan. 26
Fremantle.....(Thur.)	May 3	May 31	June 28	July 26	Aug. 23	Sept. 20	Oct. 18	Nov. 3	Dec. 1	Dec. 31	Feb. 7
Adelaide.....(Tues.)	May 8	June 5	July 3	July 31	Aug. 28	Sept. 25	Oct. 23	Nov. 15	Dec. 13	Jan.'7 12	Feb. 12
Melbourne.....(Fri.)	May 11	June 8	July 6	Aug. 3	Aug. 31	Sept. 28	Oct. 26	Nov. 20	Dec. 18	Jan. 17	Feb. 15
Sydney.....(Mon.)	May 14	June 11	July 9	Aug. 6	Sept. 3	Oct. 1	Oct. 29	Nov. 23	Dec. 21	Jan. 20	Feb. 18
								Nov. 26	Dec. 24	Jan. 23	

The Imperial Mail Steamers "Prinz Waldemar," "Prinz Sigismund" and "Willehad" ply between SYDNEY and QUEENSLAND, NEW GUINEA, HONG KONG and JAPAN.

AUSTRALIAN LINE. Homeward Bound, 1906.

LEAVES	S. S. Friedrich der Grosse Voy. 268	S. S. Bremen Voy. 269	S. S. Scharnhorst Voy. 270	S. S. Darmstadt Voy. 271	S. S. Seydlitz Voy. 272	S. S. Gneisenau Voy. 273	S. S. Gera Voy. 274	S. S. Scharnhorst Voy. 275	S. S. Bülow Voy. 276	S. S. Zieten Voy. 277	S. S. Grosser Kurfurst Voy. 278	S. S. Bremen Voy. 279	S. S. Scharnhorst Voy. 280
Sydney.....(Sat.)	Mch. 3	Mch. 31	Apr. 28	May 26	June 23	July 21	Aug. 18	Sept. 15	Oct. 13	Nov. 10	Dec. 8	Jan. 5	Feb. 2
Melbourne...(arr. Mon.)	Mch. 5	Apr. 2	Apr. 30	May 28	June 25	July 23	Aug. 20	Sept. 17	Oct. 15	Nov. 12	Dec. 10	Jan. 7	Feb. 4
Adelaide...(Sat. 2 p. m.)	Mch. 10	Apr. 7	May 5	June 2	June 30	July 28	Aug. 25	Sept. 22	Oct. 20	Nov. 17	Dec. 15	Jan. 12	Feb. 9
Fremantle.....(Thur.)	Mch. 15	Apr. 12	May 10	June 7	July 5	Aug. 2	Aug. 30	Sept. 27	Oct. 25	Nov. 22	Dec. 20	Jan. 17	Feb. 14
Colombo.....	Mch. 26	Apr. 23	May 21	June 18	July 16	Aug. 13	Sept. 10	Oct. 8	Nov. 5	Dec. 3	Dec. 31	Jan. 28	Feb. 25
Aden.....	Apr. 2	Apr. 30	May 28	June 25	July 23	Aug. 20	Sept. 17	Oct. 15	Nov. 12	Dec. 10	Jan.'7 7	Feb. 4	Mar. 4
Suez.....(arr.)	Apr. 7	May 5	June 2	June 30	July 28	Aug. 25	Sept. 22	Oct. 20	Nov. 17	Dec. 15	Jan. 12	Feb. 9	Mar. 9
Port Said.....(arr.)	Apr. 7	May 5	June 2	June 30	July 28	Aug. 25	Sept. 22	Oct. 20	Nov. 17	Dec. 15	Jan. 12	Feb. 9	Mar. 9
Naples.....(arr.)	Apr 11	May 9	June 6	July 4	Aug. 1	Aug. 29	Sept. 26	Oct. 24	Nov. 21	Dec. 19	Jan. 16	Feb. 13	Mar. 13
Naples.....(lve.)	Apr. 12	May 10	June 7	July 5	Aug. 2	Aug. 30	Sept. 27	Oct. 25	Nov. 22	Dec. 20	Jan. 17	Feb. 14	Mar. 14
Genoa.....(arr.)	Apr. 13	May 11	June 8	July 6	Aug. 3	Aug. 31	Sept. 28	Oct. 26	Nov. 25	Dec. 21	Jan. 18	Feb. 15	Mar. 15
Southampton.....(arr.)	Apr. 21	May 19	June 16	July 14	Aug. 11	Sept. 8	Oct. 6	Nov. 3	Dec. 3	Dec. 29	Jan. 26	Feb. 23	Mar. 23
Antwerp.....(arr.)	Apr. 22	May 20	June 17	July 15	Aug. 12	Sept. 9	Oct. 7	Nov. 4	Dec. 4	Dec. 30	Jan. 27	Feb. 24	Mar. 24
Bremen.....(arr.)	Apr. 25	May 23	June 20	July 18	Aug. 15	Sept. 12	Oct. 10	Nov. 7	Dec. 7	Jan.'7 2	Jan. 30	Feb. 27	Mar. 27

NEW GUINEA BRANCH LINE.

BRANCH LINE. Outward Bound, 1906.

LEAVES	S. S. Prinz Waldemar Voy. 17	S. S. Prinz Sigismund Voy. 18	S. S. Willehad Voy. 19	S. S. Prinz Waldemar Voy. 20	S. S. Prinz Sigismund Voy. 21
Sydney.....lvs.	Feb. 17	Mar. 17	Apr. 14	May 12	June 9
Simsonhafen.. arr.	Feb. 25	Mar. 25	Apr. 22	May 20	June 19
Simsonhafen.. lvs.	Feb. 27	Mar. 27	Apr. 24	May 22	
Friedrich Wilhelmshafen... arr.	Mar. 1	Mar. 29	Apr. 26	May 24	June 22
Friedrich Wilhelmshafen... lvs.	Mar. 2	Mar. 30	Apr. 27	May 25	June 23
Hongkong.... arr.	Mar. 12	Apr. 9	May 7	June 4	July 4
Hongkong.... lvs.	Mar. 14	Apr. 11	May 15	June 6	July 6
Yokohama.... arr.	Mar. 20	Apr. 17	May 16	June 12	July 10
Yokohama.... lvs.	Mar. 21	Apr. 18	May 18	June 13	July 11
Kobe.....	Mar. 23	Apr. 20	May 20	June 15	July 13

BRANCH LINE. Homeward Bound, 1906.

LEAVES	S. S. Willehad Voy. 16	S. S. Prinz Waldemar Voy. 17	S. S. Prinz Sigismund Voy. 18	S. S. Willehad Voy. 19
Kobe.....	Feb. 26	Mar. 26	Apr. 23	May 21
Moji..... arr.	Feb. 27	Mar. 27	Apr. 24	May 23
Moji..... lvs.	Feb 28	Mar. 28	Apr. 25	May 24
Hongkong..... arr.	Mar. 5	Apr. 2	Apr. 30	May 29
Hongkong..... lvs.	Mar. 6	Apr. 3	May 1	May 30
Friedrich Wilhelms-Hafen... arr.	Mar. 16	Apr. 13	May 11	June 9
Friedrich Wilhelms-Hafen... lvs.	Mar. 17	Apr. 14	May 12	June 10
Simsonhafen... arr.	Mar. 18	Apr. 15	May 13	June 12
Simsonhafen... lvs.	Mar 20	Apr. 17	May 15	June 14
Sydney.....arr.	Mar. 28	Apr. 25	May 23	June 20

Every three months a steamer will ply between Friedrich-Wilhelmshafen and Stephansort, Finschhafen (Langemackbucht) Potsdamhafen and Tamara Seleo). Eventually Melbourne, Newcastle, N. S. W., Brisbane, Keppel Bay (Rockhampton). Townsville, Cairns, Moresby, Samanai, Woodlark, Manila and Moji may be called at.

The sailing dates will be observed as much as possible; however in intermediate ports arrivals and departures may take place earlier or later than stated above, according to circumstances.

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North German Lloyd Steamship Company.

RIVER PLATE LINE.

Bremen—Montevideo and Buenos Ayres, via Antwerp, Coruna, Villagarcia or Vigo.

STEAMERS	FROM BREMEN	FROM ANTWERP	FROM CORUNA
(1) Karlsruhe	Apr. 7	.....	Apr. 11
(2) * * *	.....	Apr. 11	.....
(2) * * *	Apr. 21	Apr. 24	Apr. 27
(1) Norderney	May 5	May 9	May 12

(1) Carry a limited number of Second Cabin passengers, Steerage Passengers and freight.
(2) Carry freight only—no passengers.

BRAZIL LINE.

Bremen—Pernambuco, Bahia, Rio de Janeiro and Santos, via Antwerp and **Leixoes** **Oporto**, and Lisbon event, Madeira (Funchal.)

STEAMERS	FROM Bremen	FROM Antwerp	FROM Leixoes, Oporto	FROM Lisbon.
Halle ¶‡	Apr. 14	Apr. 18	Apr. 32	Apr. 24
Bonn ¿*	Apr. 28	May 2	May 7	May 8

Steamers carry Steerage passengers and a limited number of Second Cabin passengers, also freight.
¿**Via Pernambuco, Rio de Janeiro and Santos.**
¶**Via Bahia. Rio de Janeiro and Santos.**
*Also Maceo.
‡Also Sao Francisco (South Brazil). Route Rio, Sao Francisco, Santos.
S. S. Wittenberg carries only Steerage passengers and freight.
Connections for freight made with steamers at **Paranagua, Sao Francisco, Desterro and Rio Grande do Sul.**

CUBA LINE.

Bremen, Antwerp, Coruna event, Vigo or Villagarcia to Havana, Cienfuegos and Manzanillo.

STEAMERS	FROM Bremen	FROM Antwerp	FROM Coruna
(2) * * *	April 14	.....	April 18

(1) These Steamers carry Steerage passengers, cargo and a limited number of Second Cabin passengers.
(2) Carry freight only—no passengers.

GALVESTON LINE.

Bremen—Galveston, via New York or Baltimore.

STEAMERS	FROM Bremen	STEAMERS	FROM Bremen
*Wittekind	April 19	†Cassel	May 31
*Chemnitz	May 3		

†Via New York. *Via Baltimore.
These steamers carry Steerage passengers, cargo and a limited number of Second Cabin passengers.

THROUGH TICKETS
ISSUED BY
NORTH GERMAN LLOYD STEAMERS.

CHINA AND JAPAN.—From Bremen and Hamburg, Antwerp, Rotterdam (outward bound), Southampton, Gibraltar, Genoa, Naples, Port Said, Suez, Aden, Colombo, Penang, Singapore, Hong Kong, Shanghai, Nagasaki, Hiogo (Kobe) and Yokohama.
Connections at Penang for Sumatra and Rangoon. At Singapore for Sumatra, Bangkok, Borneo and Manila, for Batavia, Samarang, Soerabaya. For Batavia, Macassar, New Guinea, Queensland and Sydney.
AUSTRALIAN LINE.—Between Bremen, Antwerp. Southampton, Genoa, Naples, Port Said, Suez, Aden, Colombo, Fremantle Adelaide, Melbourne and Sydney.
Connections at Sydney for Queensland, New Guinea, Macassar, Batavia and Singapore.
FROM BREMEN AND ANTWERP by North German Lloyd to Southampton, Coruna, Vigo, Villagarcia or Madeira (Funchal), Montevideo and Buenos Ayres.
DIRECT CONNECTIONS FROM GENOA AND NAPLES to Egypt and the East by the North German Lloyd Imperial Mail Steamers.
PASSENGERS ARE ALLOWED TO STOP OVER at all intermediate ports and to continue voyage without extra charge on any later steamer on which there may be room available, and in such accommodation as may be vacant.

BAGGAGE

The North German Lloyd and their representatives cannot undertake the forwarding of baggage on arrival at Gibraltar and Naples. Passengers should apply to forwarding agents in these cities.
The North German Lloyd has established a special Baggage Bureau at Genoa (No. 10 Piazza San Siro), for the purpose of storing baggage or forwarding baggage belonging to the passengers on board of the steamers of the New York Mediterranean Service, as also of the Australian and China Service.
The attention of passengers is drawn to the fact that there is only a very small allowance made for baggage by the Continental Railroads in Europe and the charge made for excess of baggage beyond the limit is very high. The traveler in Europe will therefore do well to limit the amount of his baggage as much as possible.

The new Hotel Astor, located in Longacre Square, New York's new uptown social and theatrical center, is an important addition to the great hotels of the American metropolis. Enormous in size—facing on three streets, Forty-fourth Street, Broadway and Forty-fifth Street—equipped with every modern appliance and with lavish luxuriousness, it is indeed a palatial hotel; built in the latest and most approved style of fireproof construction, it can consistently claim to be the most thoroughly fireproof hotel in New York.

R. C. BRICKENSTEIN, Bremen
Bremerhaven—Nordenham
Georgstrasse No. 49
General Forwarder and Commission Merchant
Regular Weekly Express Service from Bremen to any point in the United States

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THE POPULAR NEW YORK HOTEL
COLUMBUS AVENUE 81st to 82d Sts.
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Upon request we will furnish you by mail with Six Good Reasons why the HOTEL ENDICOTT is popular with its guests, and also a copy of our "Pictorial Guide to New York."

TRAVELERS' LETTERS OF CREDIT
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BLAIR & COMPANY
DOMESTIC & FOREIGN BANKERS
24 BROAD STREET, NEW YORK.

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AGENTS OF THE NORTH GERMAN LLOYD S. S. CO.

Place:	Name and letter address:	Telegrahpic address:
BREMEN	NORTH GERMAN LLOYD, Papenstr, 5-6	LLOYD, BREMEN
LONDON	KELLER, WALLIS & CO., 14 Cockspur St., Charing Cross, S. W.	NORDLLOYD, LONDON
LONDON	KELLER, WALLIS & CO., 2 King William Street, City, E. C.	RELLEK, LONDON.
	CABIN BOOKING OFFICES	
Berlin	J. V. MESSMER-SELDERN, Hotel Bristol, Unter den Linden, 5-6	Nordlloyd, Berlin.
Vienna	CAPT. A. FERNICKEL, Grand Hotel, 9 Kartnerring	Nordlloyd, Vienna.
Paris	NORTH GERMAN LLOYD, 2 Rue Scribe.	Nordlloyd, Paris
Aarau	Hans Gerber, Hotel Gerber-Terminus	
Aix-La-Chapelle (Aachen)	Cabin Booking office, Kurinspector E. (Leuchter	Kurinspector, Aachen.
Alexandria	C. H. Schoeller, Cleopatra Lane.	Nordlloyd, Alexandria.
Algiers	Thomas Cook & Son. (drinkkade.	Cook, Algiers.
Amsterdam	Wm. H. Muller & Co., 183 Prinz Hen-	Nordlloyd, Amsterdam.
Antwerp	Von Bary & Co., Place de Meir 23.	Nordlloyd Antwerpen.
Aschaffenburg	M. S. Bustelli's Nachfolger (H. G. Koh	Nordlloyd, Aschaffenburg
Augsburg	Theodor Muhlschlegel. (ler.	
Baden-Baden	F. C. Joerger, Leopoldspaltz.	Bankhaus, Joerger.
Bad Ems	L. J. Kirchberger.	
Bad Kissingen	Friedrich Feustel.	Feustel, Kissengen.
Bad Kissingen	A. Lowenthal, Jr.	Bankgeschaft Lowenthal.
Barcelona	Guillermo Schipper, 6 Paseo de Colon.	
Barmen	Rudolf Dahl, 12 Altermarkt.	
Basel	Conrad Schneebeli, 54 Elizabethen St.	Nordlloyd, Barmen.
Bergen	J. C. R. Bruenech & Son.	Schneebeli, Basel.
Berlin	F. Montanus, Invalidenstr., 93 N. W.	
Berne	Kehrli & Oeler.	Supercargo, Berlin.
Beyrout	Weber & Co.	Weber Co., Beyrout.
Bonn a. Rh	Heinr. Brinck, Markt 29.	Brinck, Markt Bonn.
Braunschweig	Carl Camehn, Bohlweg 16.	Carl Camehn, Braunschw
Breslau	Capt. Alex. von Kloch.	Nordlloyd, Breslau. (eig
Brussels	Passage Bureau des Norddeutschen (Lloyd, 21-23 Boulevard Anspach.	Nordlloyd, Brussell.
Bucarest	Edm. Beldiman & Co., Hall de (l'Independence.	Nordlloyd, Bucarest.
Cairo	Otto Stersing, Opera Square.	Nordlloyd, Cairo.
Carlsbad	Rudolf Mayer Reisebureau.	Nordlloyd, Carlsbad.
Cassel (Hessen)	Aug. Pechmann, Kolnischestr., 16	Pechmann, Cassel.
Chemnitz	A. Hauptmann, Theaterstr., 27	Nordlloyd, Chemnitz.
Christiania	Arntzen & Co., Carl Johans Gade.	
Christianssand	Oluf A. S. Bellessen.	
Cherbourg	LePont & Fils, 46 Quai de Alexandre	Nordlloyd, Cherbourg.
Coblenz	Guido Erxleben, (III.	
Cologne	W. Lippmann, Domkloster 1.	Nordlloyd, Kolnrhein.
Constance	Macaire & Cie, Bankers, Insel Hotel.	Marcaire, Konstanz.
Copenhagen	Norddeutscher Lloyd, N. Ostergade, 1	Nordlloyd Copenhagen.
Crefeld	Andre Weis, Elisabethstr., 59-61.	Nordlloyd, Crefeld.
Darmstadt	Anton Fischer, Frankfurterstr., 12-14.	Anton Fischer, Darmstad
Davos-Platz	Emil Sartory.	Davosphatz.
Dortmund	Otto zur Hellen, Konigshol 7.	OttoZurhellen, Dortmund
Dresden	Fr. Bremermann, Pragerstrasse 49 (vis a vis Hauptbahnhof.	Nordlloyd, Dresden.
Drontheim	Albrecht W. Selmer.	
Duisburg	Karl Schroers, 92-98 Ruhrorterstr.	Nordlloyd, Duisberg. dor
Dusseldorf	Jos. Wolf, Wilhelmsplatz, II.	Wolf, Wilhelmsplatz, Dus.
Erfurt	Paul Schneider, Gartenstrasse, 62d.	Lloydagentus, Erfurtdorf
Frankfort a.m.	Chr. Emil Derschow, Kaiserstr., 14.	Nordlloyd, Frankfurt- Main.
Freiburg Bd'n	Ed. Hebting.	
Florence	French, Lemon & Co., 2-4 Via Tor- (nabuorni.	Concord, Florence.
Florence	Norddeutscher Lloyd, Passage Bureau Florence, 17 Via Tornabuorni.	Nordlloyd, Florence.
Geneva	A. Bocquin & Co., 22 Rue Montblanc.	Nordlloyd, Geneva.
GENOA	LEUPOLD BROS., 10 Plaza, San Sire.	Nordlloyd, Genoa.
Gera Reuss	Bauer & Anders, Sorge, 14.	
GIBRALTAR	JOHN ONETTI & SONS. Engineer (Lane.	Nordlloyd, Gibraltar.
Gotha	Hermann Lohberger, 31 Schwabhau- (serstrasse.	Creditreform, Gotha.
Gothenburg	Flach & Wimnell, Sodra Hamngatan 51	Nordlloyd, Gothenburg.
Hamburg	Wilhelm Lazarus, 4 Rolandsbrucke.	Nordlloyd, Hamburg.
Hamburg	Robert M. Sloman, Jr., 3 Baumwall	
Hanover	Wilhelm Berkhan, Georgstrasse, 39.	Nordlloyd Hannover.
Havana (Cuba)	Schwab & Tillmann	Nordlloyd, Havana.
Havre	Michell & Kimball, 26 Rue des Viviers.	Nordlloyd, Havre. (hoehe
Homburg H'e	Wilh, Nagel, Jr.	Reisebureau, Homburg-
Innsbruck	Landesverbandes fur Fremdenverkehr	Landesverband, Inns-
Interlaken	Volksbank.	(bruck.

Place:	Name and letter address:	Telegraphic address:
Jena	Wilh. Sieber, Neugasse 26.	
Karlsruhe B'd	Fr. Kern, Erbprinzenstrasse 6.	Nordlloyd, Karlsruhe-
Kiel	John Spiering.	Nordlloyd, Kiel.
Kreuznach	C. F. Eccardt, Kloster-Kellerei.	Eccardt, Kreuznach.
Lausanne	Dubois Freres.	Duboirnou, Lausanne.
Leipsic	E. Wellbrock, Georgiring 1, Augustus- (Platz	Nordlloyd, Leipzig
Lille (France)	Agence Lubin, 37 Rue Faidherbe.	
Lucerne	Frey & Suchsland, Hotel Schweizer- (hof quai.	Nordlloyd, Lucerne.
Ludwigshafen a. Rhein	Peter Rixius.	Peter Rixius, Ludwigs- (hafen Rhein.
Ludwigshafen a. Rhein	Wilh. Johann.	Johann, Ludwigshafen- (Rhein.
Lugano	Banque de la Suisse Italienne.	
Madrid	Carlos de Cardona, 11 Calle Arrieta.	
Mainz	L. Lyssenhop & Co., Kaiserstrasse 38.	Nordlloyd, Mainz.
Malta	A. Duncan & Co.	Duncan, Malta.
Mannheim	Ph. Jac. Eglinger, O 7, No. 22.	Eglinger sen., Mannheim.
Madgeburg	W. Vockeroh, 9 Wilhelmstr.	Vockeroh, Wilhelmstr.
Marburg a. L'n	Carl Schneider, Bahnhofstr, 2.	Lloyd Marburg, Bez.
Marseilles	William Carr, 4 Rue Beauvau.	Nordlloyd, Marselles.
Meran, Tyrol	S. Potzelberger, Pfarrplatz.	Potzelberger, Meran.
Messina	Peirce Brothers.	Pierce Brothers, Messina.
Milan	Gio-Corr. Meiss, 6 via Filodrammatice	Nordlloyd, Milan.
Monte Carlo	Comptoir National d'Escompte Im- (meuble Smiths Bank.	Comptonia, Voyages (Montecarlo.
Montreux	F. Rolli.	
Munich	H. G. Kohler, Promenadenplatz 19, (Hotel Bayerischer Hof.	Nordlloyd, Munchen.
Munich	Danler & Co., Bayerstr. 27.	Danler, Munchen.
Muenster, I.W	H. Coenen, Konigstrasse, 5.	Coenin, Munster.
NAPLES	ASELMEYER & CO., Corso Re Um- (berto (Rettifilo) No. 6.	Nordlloyd, Naples.
Nauheim	H. Heinrich, Schuckhardt's Pvt. Hotel	Heinrich, Bad Nauheim.
Nice	Norddeutscher Lloyd, 14 Avenue Felix Faure.	Nordlloyd, Nice.
Nordhausen	Carl Eine, Jr.	Eine, Jr., Nordhausen.
Nurnberg	Albert Bernhold.	Albert Bernhold, Nurnberg
Offenburg	August Hund.	A. Hund, Offenburg (Baden
Oldenb'g, i. Gr	Edw. Meiners.	
Osnabruck	Wm. Nordhaus, 3 Brockmauer.	
Ostend	Agence Maritime.	Nordlloyd, Ostend.
Palermo	Angelo Tagliavia & Figli.	Angelo, Palermo.
Paris	Armstrong & Co-, 19 Rue Scribe.	Germanicus, Paris.
Piraeus	Roth & Co.	Roth, Piraeus.
Plymouth	Keller, Wallis & Co.	Keller, Plymouth.
Plymouth	Orlando Davis & Co., 53 Southside S.	Orlando, Plymouth.
Port Said	H. Bronn.	Nordlloyd, Portsaid.
Prag	Norddeutscher Lloyd, 8 Hybernergasse	Nordlloyd, Prag.
Rome	North German Lloyd Pas'ge Bureau.	
	J. E. Anniser, 395-396 Corso Umberto 1	Nordlloyd, Rome.
Rome	French, Lemon & Co., 49 Piazza d.	
Rotterdam	W. H. Muller & Co. (Spagnio.	
Southampton	Keller, Wallis & Co., Canute Road.	Keller, Southampton.
St. Gall	Alfred Gahwiller, 41 St. Leonhardstr.	
St. Moritz	G. E. Rocco.	
Stavanger	Fred. Wattne.	
Stockholm	Nordisk Reisebureau.	Reisebureau Stockholm.
Strassburg (Els)	Ch. Staehling, L. Valentin & Co.	Staechling Valentin Strassburgels.
Strassburg (Els)	Eugen Konig, Verkehrs Bureau, 13 (Kussstrasse.	Verkehrsbureau Strassbu.
Stuttgart	Passage Bureau Rominger, 35 Konig.	Nordlloyd, Stuttgart.
Suez	Th. Meyer. (str.	Nordlloyd, Suez.
Thun	H. Lanz, Banhof.	Lanz, Thun.
Trieste	Kuchler & Co., Via Galileo. 3.	Kuchler, Trieste.
Venice	Fischer & Rechsteiner.	Fischer, Rechsteiner, Ven-
Vevey	Edmond de la Harpe.	Nordlloyd, Vevey. (ice.
Weimar	A. Saal. (C. G. Kastner's Nachi.)	Saal, Bankgeschaft, Wei.
Wiesbaden	J. Chr. Glucklich, Wilhelmstrasse 50.	Glucklich. Wiesbaden.
Winterthur	Otto Muggli.	Mugglio, Winterthur.
Worms	Christ Berg.	Christ. Berg. Worms.
Wurzburg	V. A. Fischer, Domstrasse 60.	Hoflieferant, Fischer Wur- (zburg.
Zermatt (Switz)	J. MARTI.	
Zurich	H. Meiss, 40 Bahnhofstr.	Nordlloyd, Zurich.
NEW YORK	OELRICHS & CO., 5 Broadway.	Nordloyd, New York.
CHICAGO	H. CLASSENIUS & CO., (95 Dearborn Street.	Clausenius, Chicago.
Galveston	Alfred Holt.	Nordlloyd, Galveston.
San Francisco	ROBERT CAPELLE, 140 Montgom- (erv St.	Capelle, San Francisco.

Passengers can also be booked through the various agencies of Messrs THOS. COOK & SON, London; Messrs. SCHENKER & Co. (Reisebureau), VIENNA and their various branches.

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NORTH GERMAN LLOYD S. S. CO.

INFORMATION FOR PASSENGERS

STATEROOMS.

It is always advisable to apply early for accommodations, especially during the traveling season.

It is customary to pay a deposit of 25 per cent. of the passage money. This payment secures the berth up to three weeks prior to the sailing, at which time the full amount of passage must be paid.

The staterooms for the first-cabin passengers are spacious, airy and comfortable, painted in white enamel, with fittings in walnut. The lower berths in the majority of the outside staterooms are so arranged that they can be extended to form a double berth and accommodate two persons. The upper berth can be pushed back out of the way similar to an upper berth in a Pullman car. The sofas are wide, and large enough to be used as beds, if required; a whole family frequently find one of these rooms ample for their needs, but, to specially provide for large families or parties, a number of staterooms are arranged en suite.

All staterooms are furnished with toilet conveniences, and electric bells are in communication with the steward's department, thus insuring prompt service.

Plans and diagrams, showing the interior arrangements of the various steamers are constantly kept on hand, and will be sent on application.

Rooms are not sold for less than two fares.

Children under 10 years of age are taken for half rate. One person desiring a room for exclusive use will be charged two fares. Infants under one year are free. Servants are berthed in special rooms (servants' quarters) and pay servants' rates, Servants booked in second cabin, at second cabin rates are not allowed access to first cabin.

RETURN ACCOMMODATION

from Southampton, London, Cherbourg, Paris, Bremen, Genoa, Naples or Gibraltar can be engaged through OELRICHS & Co., New York, either by letter or cable, the latter at passenger's expense. An allotment of rooms on steamers during the autumn return sailings, is held at the New York office.

When return accommodations are engaged in New York for passengers from the other side, the total amount of passage money must be paid before the passenger's departure from New York.

If a passenger is prevented from using the steamer engaged for, a suitable transfer can be arranged with the North German Lloyd Bremen on several weeks' notice.

IMPORTANT INFORMATION FOR PASSENGERS RELATING TO BAGGAGE ABROAD.

The Customs Examination of all baggage belonging to passengers for **BREMEN** usually takes place in the passengers' Waiting Hall of the North German Lloyd at Bremerhaven, directly after disembarking.

After the Customs examination, passengers are conveyed by special train to Bremen, where their baggage is delivered to them about one hour afterward, in the North German Lloyd's Baggage Hall (situated directly in the vicinity of the Central Railway Station), on presentation of baggage checks received at New York or on board.

If, however, the steamer should enter the Weser River in the evening, so that the Customs examination of the whole of the baggage in Bremerhaven and the forwarding of the passengers and their baggage cannot be effected with certainty on the same day, then the passengers and their HAND-baggage will be at once landed at Bremerhaven and after the latter has been examined, conveyed to Bremen.

After departure from Southampton or Plymouth passengers will be informed where the Customs examination will be held, and should the latter take place in Bremen, will be requested to take with them only THE MOST NECESSARY ARTICLES for the night's stay, to expedite their despatch from Bremerhaven to Bremen.

The remaining baggage will follow to Bremen during the night, where the Customs examination will take place on the following day in Shed No. 8 at the Station near the Breitenweg and near the Central Station and the principal Hotels.

The Customs Office is open from April 1st to September 30th from 7 A. M. to noon; from 2 P. M. to 7 P. M.; from October 1st to March 31st, from 8 A. M. to noon; from 2 P. M. to 7 P. M.

This arrangement affords passengers the advantage of being able to leave the steamer under any circumstances as soon as the voyage is at an end, and to catch the most convenient trains, which leave Bremen on the following morning at about ten o'clock for any destination.

A reliable Express Company (**Kamena & Co.'s Baggage Express**) undertakes the despatch of baggage in Bremen from the Lloyd Baggage Hall or Customs examination depot, near the Breitenweg, to the Central Railway Station, or to hotels and private dwellings in the town, at a charge of M.0.50 for each piece of baggage.

Passengers desirous of continuing their journey from Bremen as speedily as possible can catch the night trains from Bremen. In this case they must hand over their non-examined baggage to the Baggage officer on board or to our Baggage officer in Bremerhaven or Bremen, to be sent on afterward in bond (see Transfer of Baggage).

On landing at **CHERBOURG** passengers' **HAND** baggage is at once examined by the Customs officials on the landing stage. The Customs examination of the rest of the baggage of those passengers traveling to Paris takes place on arrival of the "Lloyd Express" at the St. Lazare Station in Paris.

The Customs examination of all passengers' baggage landed at **PLYMOUTH** takes place directly after disembarkment.

TRANSFER AND STORAGE OF BAGGAGE.

1. Baggage can be sent in bond to any place in the interior having a customhouse Passengers desiring to have their baggage forwarded in bond to its destination must apply to the Baggage officer on board or to our Baggage offices in Bremerhaven or Bremen.

2. Passengers wanting to have their baggage forwarded by freight to the interior after Customs examination in Bremerhaven or Bremen has taken place, are also advised to apply to the Baggage officer on board or to our Baggage offices in Bremerhaven or Bremen.

3. Baggage, steamer chairs, etc., can be delivered for Storage to the Baggage officer on board or to our Baggage offices in Bremerhaven or Bremen against their receipt.

The following charges will be made: 1. For Transfer, 25 cts. (M.1.) for each piece of baggage, but not more than $1.50 (6M.) for baggage on one receipt. Railway freight, Customs fees cartage, etc., will be charged in addition. 2. For Storage (including fire insurance), 25 cts. (M. 1.) for each piece of baggage for six months.

On the railways in Northern Germany only an allowance of 25 kgm. (50 lbs.) for one adult is made, while there is no allowance of free baggage on the lines in Southern Germany, Switzerland and Austria.

Very high rates are charged for excess baggage. It amounts, on an average, to double or treble that charged for Express (Eilgut) and four to six fold that of slow freight.

Baggage sent as Express (Eilgut) within Germany should reach its destination from Bremen in one or two days, according to the distance; baggage sent to Austria and Switzerland usually takes about two to four days from Bremen (inclusive of delay owing to Customs examination).

For all further information apply to the Baggage officer on board or to the Baggage office in Bremen.

Any inquiries or directions for the delivery or despatching of stored articles must be accompanied by the baggage receipt and addressed to the

NORTH GERMAN LLOYD BAGGAGE DEPARTMENT, BREMEN.

BAGGAGE ABOARD SHIP.

Steamer trunks should be about 12 inches deep, and of the usual width and length, to enable them to go under the sofas in the staterooms. All baggage must be marked with name of passenger and steamer. Baggage required during the voyage should be marked "Wanted" and baggage that is not required should be labelled "Not wanted." Baggage tags and labels, printed for the purpose, will be supplied upon request at the various agencies of the company or at the Docks. Cabin passengers are allowed twenty cubic feet of baggage free of charge. Bicycles must be crated and will be carried for $2.50 each. Baggage may be sent to the North German Lloyd Piers, two days before sailing. It will be kept in the company's baggage room until the passenger's arrival. Before boarding the steamer a check for each piece of baggage should be claimed from the baggage master on the pier.

Sea trunks can be stored at the port of debarkation, but the names should be **plainly marked.** Trunks so stored are at the risk of the owner; the North German Lloyd Steamship Company assumes no responsibility for them.

NO OVERCROWDING.

The number of passengers on these steamers is limited to the seating capacity on the saloon. All passengers are served at one sitting.

TOURISTS TO SWITZERLAND.

The North German Lloyd S. S. Co. maintains its own **General Agency** for Switzerland, in **Zurich, 40** Bahnhofstrasse (H. Meiss, General Agent). In connection with this office sub-agencies have been opened in the principal places of Switzerland.

Intending passengers addressing inquiries or orders to **Mr. H. Meiss,** or to the sub-agencies, will receive immediate attention by letter or telegraph. Berths and cabins offered and reserved by telegraph without extra charge. Baggage sent on board direct without examination at the frontier.

At these offices passengers intending to obtain accommodations on steamers of the North German Lloyd Steamship Company can engage their passage and can be furnished with all the information that they desire. The above agents are at the same time forwarding agents, and will despatch passengers' baggage direct to the port of embarkation at passengers risk.

EGYPT AND THE ORIENT.

Connections can be made at Genoa and Naples with the North German Lloyd Imperial Mail Steamers that call at these ports on their way to Egypt India, China, Japan and Australia. The ships in this service are magnificent types of the most modern construction. The chief characteristic, after their size and solidity is their great comfort, which pervades all their interior arrangements and furnishing. The staterooms, dining saloons, and drawing and smoking rooms are usually large and complete.

The Eastern service can be particularly recommended to tourists who desire to spend the winter months in Egypt. The steamers of this Eastern service are specially constructed for the tropics and provided with all the comforts and luxuries of the Transatlantic Express steamers.

They leave Genoa three times a month and make the run to Port Said in about four days and a half. From Port Said, Ismailia can be reached by mail in two hours, and from Ismailia the railroad conveys the traveler to Cairo comfortably and quickly.

NAPLES—SORRENTO—CAPRI—SORRENTO—NAPLES

The Societa Napoletana maintain a daily service in connection with the North German Lloyd Line at Naples to Sorrento, Capri, The Blue Grotto Capri, Sorentro and return to Naples. The steamers of the Societa Napoletana leave Naples at 9 A. M., arriving at Sorrento at 10.20 A. M., arriving at Capri at 11.10 A. M., arriving at the Blue Grotto at 11.20 A. M., leaving the Blue Grotto at 12 M., arriving at Capri at 12.10 P. M. These steamers return from Capri for Naples at 4 P. M., arriving at Sorrento at 4.55 P. M. and arriving at Naples (Santa Lucia), at 6 P. M.

The steamers of this company are fitted with every convenience for Cabin Passengers and are provided with an excellent dining service, ladies' saloon and a smoking room.

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—OF—
NORTH AMERICA
NEW YORK



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43-49 Exchange Place

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Surplus $2,000,000

Deposits $20,000,000

—ISSUES—

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The Venus de Milo which has been in the Louvre for many years is, as all the world knows, an imperfect piece of sculpture, though it is the greatest treasure of its kind the world has ever seen. A great reward would be given the man who could find the missing parts. About twenty-eight years ago the most important of them—the right arm—came to light in London and was proved by experts to be genuine. The owner, however, refused to part with it, and concealed it for fear it would be stolen. Unfortunately he died without revealing its hiding place, so it is as much lost as ever.

A bronze drinking cup which was stolen from an Egyptian temple in 1739 and brought to Europe has miraculously disappeared. On it is engraved the whole history of the Pharaohs, and it could easily be sold for $100,000. In fact the French government offered a reward of $14,000 for its discovery, but the famous cup has vanished, probably forever.

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NORTH GERMAN LLOYD BULLETIN

Vol. XXII. NEW YORK AND BREMEN, AUGUST, 1906. No. 2.

TRAVEL TO AMERICA.

European Tourists Who Visit the United States and Where They Go in Their Journeys.

That foreign travel to the United States is rapidly increasing is agreed by steamship and tourist agents and bankers who do an exchange business. At the same time Americans are getting to be such travellers and think so little of an ocean journey, that the number of foreigners who come here for travel, study or profit is small as compared with the number of Americans who flock to the other side. For every European who comes here ten or fifteen Americans go to Europe. Great Britain sends in the greatest number of any European country. This has always been the case, but of late years the number is increasing. Germany is second, and then some distance in the rear come France and Italy. The Scandinavian countries; Norway, Sweden and Denmark, come next, and then comes Holland. From Russia, Austria, Belgium, Switzerland, Spain and Portugal the number of visitors is small.

It is estimated that fully seventy-five hundred Englishmen visited the United States last year. Most of these travelled in the first cabins of steamships. Business men made up a great portion of this number, but there were many who come to make a tour of the "States," as the name is abbreviated in London.

Besides these were many army and navy officers and civil officials returning from or going to posts in the Far East, who come or go by way of Vancouver and New York, and whose stay in this country is usually limited to the time consumed in transit and a day or two in New York before their ship sails.

English tourists almost invariably go to the far West, or at least as far as Denver, though many travel immediately up to Niagara Falls and thence into Canada. They usually come in the spring or autumn, the greater number in the latter season. With most, Washington, D. C., is the first objective point, and the usual programme is to return to New York after a trip to the capital. Next, the Englishman who is making the "grand tour," heads for Niagara, going by way of the Hudson River, of whose beauties he has heard much. After Niagara comes Chicago, and usually next on the route is Denver. Then comes Salt Lake City, with the Mormons and their Tabernacle as the drawing cards. Next



MT. LAVINIA HOTEL, CEYLON.



STONE BRDGE ON THE ROAD TO RAMBODDE, CEYLON.

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he visits the Yellowstone Park and then the Falls of Yosemite, and finally reaches San Francisco, where he catches a through train back to New York, believing he has "done" the country pretty thoroughly. He seldom goes to the South.

Ever since the coming of Prince Henry to the United States German visitors have come here in ever increasing numbers, until last year, it is estimated, between 2,000 and 2,500 came in the first cabins of steamships, while in the second there were more than 3,500. During the last year the number has increased about twenty per cent.

Agents of German steamship lines say Prince Henry's visit awakened among Germans an intense interest in this country. Bankers and merchant princes send their sons here to learn our methods, professional and business men come to study our industries, our transportation systems; and in the last few years the Emperor himself has sent many army and navy officers and employees of the German Foreign Office to the United States.

Every German traveller who comes here is a student, and carries back with him some particular knowledge which he feels he can apply at home.

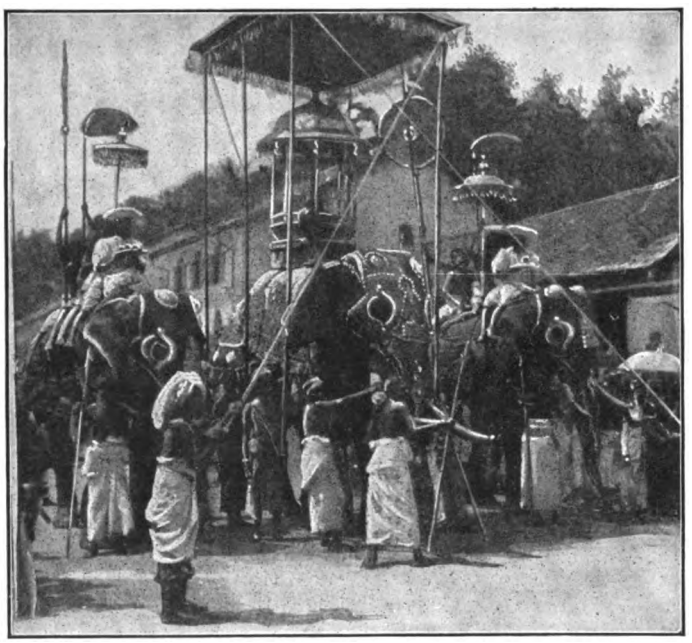
From the leading German universities learned professors come to lecture in similar institutions here. Orchestra directors come in increasing numbers to lead musical organizations, and the array of musicians who come in the course of a year to make concert tours is getting to be of noticeable size. In almost all the foreign banking and commission houses in New York are sons of wealthy Germans sent here to learn English, study business methods and to get a general knowledge of affairs here, so as to be able to adopt anything which is found to be an improvement on methods in vogue in their own country upon their return.

Tourist agents say many German travellers have a way of combining business with pleasure. Most of them are young men, and their inquiries are usually made with reference to great manufacturing centres. Cities like Pittsburg, where there are great steel works and manufactories of electrical appliances, seem to be for them great lodestones. Chicago attracts them, and many go to Milwaukee and St. Louis to study the enormous breweries in those places.

The number of Germans who visit Yellowstone Park is increasing every year, but not many who come by way of New York go as far as the Pacific coast. A large number of Germans, however, make trips around the world, starting from home by way of Suez and landing at San Francisco. It is said that more Germans every year make this trip than do members of any other nation.

France sent about twelve hundred of her citizens to the United States last year, the number having doubled within the last three or four years.

By far the greater proportion of Frenchmen who come here are men of business. All the great Paris art dealers now have branches in New York, and many of them pass the winter in New York. Then there are representatives of silk manufacturers, glove makers and "fabricants" of fancy goods, who now come in great numbers. The growth of the automobile industry is responsible for part of the travel. A growing number of French painters find studios in New York in the winter highly profitable, and French musicians of note are coming to the United States. Men of letters come over here to deliver lectures and to record their impressions of the country.



BUDDHIST PROCESSION, INDIA.

Of Italian visitors the number arriving last year is estimated by steamship agents to have been about twelve hundred. Many of these visitors are business men, but there are many who come to study. They usually remain about three or four months.

Holland sends a large number of visitors in proportion to its population, some estimates giving the number as high as five hundred. Most of these are business men, and there are among them many diamond merchants. Belgium sends perhaps one hundred, and Austria-Hungary sent hardly as many visitors as Belgium.

Russia is estimated to have sent less than one hundred tourists, while from Spain and Portugal the number of visitors was almost infinitesimal. The Swiss are not great travellers, so far as America is concerned. Very few travellers come from Greece and Turkey.—New York Herald.

The King of Cambodia, who is visiting France, drank his first glass of champagne the other day at Marseilles, and through an interpreter informed the officers that he had swallowed the blood of 20,000 little golden dancing devils, but would like some more.

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CASINO, MONTE CARLO.

THE DEEP SEA.

Its Mysteries That Are Known Small in Comparison to Those Unknown.

The thing that gives the sea its greatest mystery is the fact that although its depths have been sounded and are known quite accurately, it has never yet been possible to explore them. The greatest depth in fact that has yet been reached by divers is something less than 350 feet and even at that depth the reports of what has been seen fill the reader with surprise and wonder.

Under water exploration takes man so entirely out of his element that he labors under great disadvantage and it is doubtful if it will ever be possible to go down much deeper than the depths already reached on account of the enormous increase of pressure of the water the farther down the diver goes. But this is not the only danger to be contended against. At a depth of about ninety feet masses of horrid flaccid and slimy medusæ begin to be found in large quantities. Just a little lower down, and a scintillating multitudinous shoal of small fishes is encountered. At a depth of about 162 feet thick masses of seaweed are traversed; some of these are hairlike vegetable growths, with arms from twenty to thirty yards in length, which, with a kind of horrid vitality, wrap themselves round every part of the body. These algae constitute a grave danger, as they can easily paralyze the diver's movements and, by rising up above and around him, can weigh him down with a weight amounting to several hundredweight—sufficient to break a rope or lifeline when hauled on.

Below 162 feet there are small snake-like fishes of about three feet in length, and also other denizens of the deep resembling dolphins. These latter like to hurl themselves violently against the diver.

Still other and worse monsters are the polypi or devilfish, who wrap their slimy tentacles round the bold explorer; but, although repugnant, these monsters are cowardly. There are also equally horrible, and much more intrepid, giant crabs, some of which measure as much as three feet in diameter. Due to their strong shells and formidable claws, they constitute a continual menace, which is by no means to be despised, to the safety of the diver.

The deformation of fish is not very noticeable until a depth of over 1,000 yards has been reached. By deformation is meant not only change of form but of character, which is necessary to enable them to bear the enormous pressure.

The light is another curious feature of underwater exploration, and the sun viewed from a depth of 100 feet below the surface appears like a reddish opaque globe, and when sheltered from the rays of the sun, the diver can behold the stars at midday in clear weather. At a depth of over 200 feet the sun disappears and at 100 feet or deeper it is absolutely dark and electric light must be used.

Exploration at these great depths, however, has been very rare and in fact almost wholly confined to the efforts of a young naval engineer by the name of De Plury, who by the invention of a metal diving suit has been enabled to go safely among the dangers described above and many more which he has aptly described in a recent issue of the Scientific American.

So much for depths of the ocean that have been explored, in part at least; but what about the great caverns of the sea about which nothing is known practically but their depth? Supposing it were possible to lay bare the bed of the Atlantic ocean, what new mountain ranges, what new valleys and what an accumulation of dead husks of once living organisms, settling slowly down to form who knows what—new granite, marbles, porphyries, against the time when another race on a reorganized earth shall need them, would come to view!

About all that is known positively about the deep places of the sea is that scarcely any life exists there. Entirely different from the dry land of the earth, which is warmed to life by the constant rays of the sun; the depths of the sea, where the sun never reaches, must necessarily be cold, gloomy and lifeless.



COMO, ITALY.

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PONTE VECCHIO, FLORENCE.

MOTORING IN INDIA.

An Experience With a Procession of Mohammedan Fanatics.

During the Mohurrum festival, which usually lasts two or three days, culminating in the immersion in the sea (or river if an inland town) of the image or idol representing some of their heroes, all Europeans keep chiefly indoors, or survey the scene from some safe window seat.

In the ordinary way there is not much to see but a howling mob of fanatics beating on tomtoms and yelling either maledictions on their opponents, or benedictions on their patrons. Therefore, we were warned that to take our car out during these days was dangerous, and, watching the crowd chiefly from behind closed lattices, we possessed our souls in patience.

But evening had come, writes Ernest Esdaile in "The Car," and the stifling heat was succeeded by a pleasant breeze from the sea. "Let's have a run," said we, and although our courteous host, with his thirty-five years of India behind him, warned us of danger, we felt that a short trip to the palm forest of Mahim was not only off the route of the Mohammedan pilgrims, but that with our trusty car we would be easily able to avoid trouble, and so off we went.

At first our way ran alongside the sea, and then we came to the great palm forest of Mahim, and "caution" was the word, for the road is but a bullock track, and a too eager turn of the steering wheel would land us in a smash. "Subber kurro!" (Stop the carriage) cried a native suddenly to us, for we almost ran over him. We wished in a few moments that we had taken his advice, for we rounded a sharp bend of the road, and before we could pull up, saw straight ahead a procession bearing right down on us.

To turn was impossible, to reverse almost equally so, and there in front was the effigy carried aloft by the bearers, while the fanatical mob was whooping, yelling and howling. We stopped the car (not the engines, though) and hoped the procession would pass; but, alas! no. Whether they were blinded by our lights or drunken with excess of zeal, we shall never know, but without pause they rushed right at us, and in a moment the figure god was landed on the car, while lamps were smashed and "topis" or hats were crushed, and we were in the vortex of the mob.

There was but one remedy, and that a desperate one—full speed ahead. The dear old "exhaust" saved the situation. We had cursed it enough for its backfiring, goodness knows, but how we blessed it now. Bang! Bang! Bang! To us only backfiring, but to the native mind an armored train at least. They fled yelling in all directions, and we arrived home safely.

WHEN FORKS SUCCEEDED FINGERS.

Table-forks are a comparatively modern invention. They have been in general use only during the last few hundred years. They were first used by the Italians as early as the twelfth century; but it was not until the end of the fifteenth that they came into general use.

In other countries at that time the use of table-forks was considered a contemptuous vice, and in 1450 Marius praised the King of Hungary for eating with his fingers without soiling his clothes. In the sixteenth century forks were not used in Sweden, and at the end of the same century they were novelties at the French court, where the French beauties soiled their dainty fingers in conveying their food to their mouths.

Strange to say, our parent country, England, was one of the last among the larger nations to adopt the use of table-forks, and Ben Jonson, in his play, "The Devil Is an Ass," says: "The laudable use of forks is being brought into custom here as in Italy, to the sparing of napkins."

In monasteries the use of forks in eating was considered sinful, and was strictly forbidden, and it was not until Shakespeare had been in his grave for twenty years that forks came into general use in England.



AMALFI, ITALY.

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THE TRAVELERS' CHECKS OF THE NORTH GERMAN LLOYD.

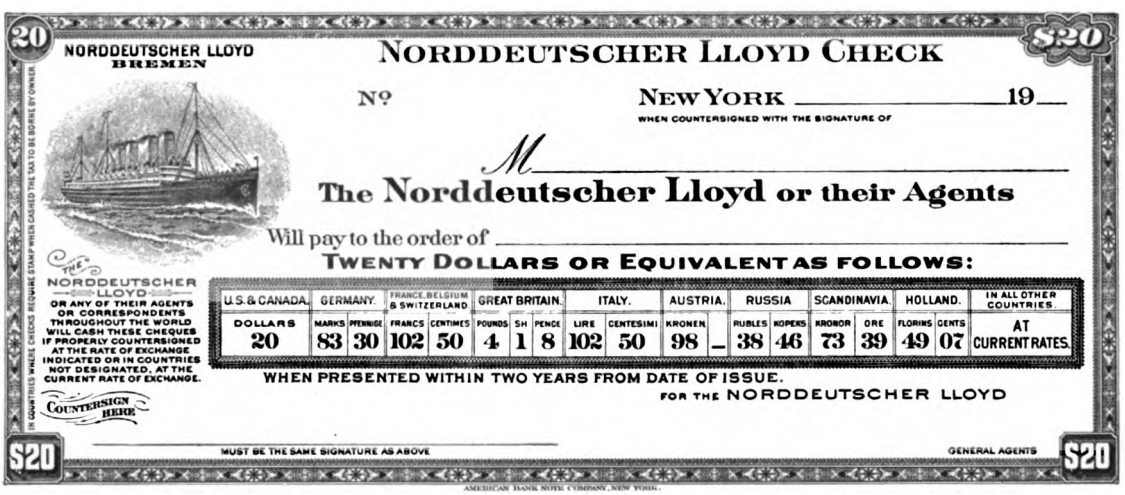
The North German Lloyd offer passengers on their lines all over the world their "Travelers' Checks" as an easy and safe form for the carrying of such funds as they may require in the course of their journeyings. These Travelers' Checks are issued by the North German Lloyd in denominations of $10, $20, $50 and $100, and on their presentation the exact amount of the money of the countries of Great Britain, France, Belgium, Switzerland, Germany, Italy, Norway, Sweden, Denmark, Holland, Austro-Hungary and Russia, appearing on the face of each check, will be paid without any deduction or charge, except that in such countries in which a revenue stamp must be affixed the holder will be required to pay for such stamp. In all other countries not the checks will be received in payment by the principal hotels and by many trades people and other business men.

2. The traveler knows the exact amount to which he is entitled on each check and there is no loss by any discount or deduction.

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The purchaser on buying the check writes his or her signature in its upper right hand space. When presented for payment the check is signed by the purchaser in the lower left hand space. As the signature of the purchaser must correspond with the signature previously affixed when purchasing the check this furnishes perfect identification and no other proof is called for.

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1. The North German Lloyd checks can be cashed at the Bankers named in the list, also at the offices of the Steamship agents in the larger cities, which are generally kept open longer than ordinary Bankers' offices, besides which will then, after cancellation on the Company's books in New York, refund the face value of such checks to the holder or will replace the lost checks with a new issue upon proper and satisfactory evidence of ownership and of loss and upon execution of a bond of indemnity with proper security.

Checks that have not been used will be refunded by the North German Lloyd at their office in New York at their face value. No loss will therefore be incurred by the holder in case checks are not used.

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A list of the agents and correspondents of the North German Lloyd all over the world is issued to each purchaser of Travelers' Checks. Passengers can have letters or telegrams addressed in care of any of these agents.

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NORTH GERMAN LLOYD BULLETIN

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NOTICE TO AMATEUR PHOTOGRAPHERS:

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RAILROAD SPEED IN EUROPE.

According to a German authority the average speed of the fastest trains in Europe is as follows: French, fifty-eight miles an hour; English, fifty miles an hour, and German, fifty-one.

It takes the fastest German train 227 minutes to go from Berlin to Hamburg, 178 miles, which is 47½ miles an hour, and the "luxe" train, the one fast goer, between Munich and Vienna runs at only 45.60 miles an hour; but there are as a rule frequent trains throughout Germany and the service is good.

For all the rest of Europe the speed drops to about 30 miles an hour for express trains. Italy is surprisingly slow. It takes the express 965 minutes to go from Turin to Rome, 413 miles, or only 26 miles an hour, though the Milan-Rome express makes nearly 40 miles an hour.

Between Rome and Naples, 155 miles, there are only four or five trains daily, the fastest at 34 miles an hour, while it takes 920 minutes to go 439 miles on the best train from Rome to Brindisi, a rate of less than 30 miles an hour.

The express from Stockholm to Gothenborg, the two large cities of Sweden, barely makes 30 miles an hour.

THE DARWINIAN THEORY.

Miss Agnes Mahony, a missionary to Liberia, was visiting Philadelphia with two African slave girls that she had bought for $15 apiece. Miss Mahony's pictures of Liberia were sombre. She relieved the gloom of her narrative with an anecdote of an African coast pilot.

"This pilot," said Miss Mahony, "was once bringing a ship northward. The captain, toward sunset, bade him go below and help himself to a glass of cold tea.

"After taking the tea, the pilot proceeded to munch a biscuit.

"Now, the captain owned a large monkey, and this creature sat drowsing in a dark corner of the gloomy cabin. The pilot said:

"'A gusty day, sir,' and the monkey shrugged its shoulders.

"The pilot with affable gruffne s went on:

"'The south light is away on the port bow now, sir.'

"There was no answer.

"But the pilot was persistent. He continued:

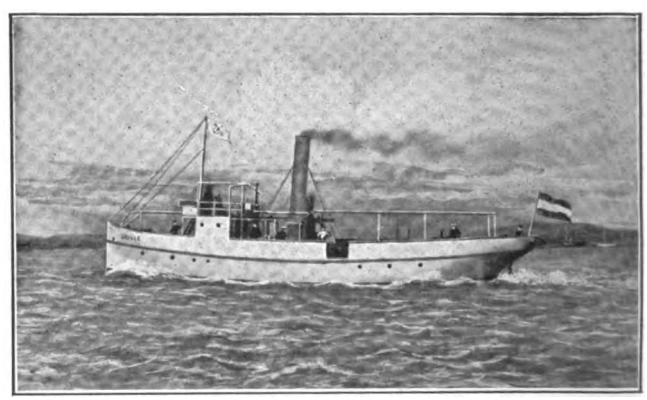
"'We'll be over the bar, sir, in an hour.'

"Failing to get a reply even to this pleasant information the pilot went up on deck again, and, taking his place beside the captain on the bridge, said:

"'What a quiet chap your father is.'"

THE SPECIAL TENDER AT GIBRALTAR.

A special tender of the North German Lloyd is in service in landing passengers from their steamers at Gibraltar. Formerly passengers landing and embarking at Gibraltar were obliged to avail themselves of small steam-launches or row-boats, and the introduction of a special tender for passengers has contributed very materially to the greater comfort and safety of passengers at Gibraltar. The small tender, which bears the name of Grille, is built of wood, and with special reference to the local requirements at Gibraltar. Her length is 79 feet 8 inches; beam, 18 feet, and depth, 9 feet 10 inches



The Special North German Lloyd Tender Grille, used for Landing Passengers at Gibraltar.

A handsomely appointed cabin furnishes ample accommodation for passengers in bad weather. Her construction is very strong. The vessel has been fitted with all conveniences. The extensive deck is provided with benches at the railing, and its whole length covered with an awning. Amidship there are two deckhouses connected by a platform, from which passengers disembark and embark from the trans-Atlantic steamer. As protection against the rain a pleasant saloon is provided under deck, aft. The motive power consists in a compound engine of about 150 horse power, giving a speed of about ten knots. Fare: one shilling each way.

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Aug. 7	Aug. 8	Aug. 8	Aug. 14	KAISER WILHELM II.	Tues, Aug. 21 6 a. m.	Aug. 27	Aug. 27	Aug. 28
Aug. 4	Aug. 5	.....	Aug. 14	Barbarossa	Thur., Aug. 23 10 a. m.	Sept. 1	Sept. 1	Sept. 2
Aug. 11	.....	Aug. 12	Aug. 21	Bremen	Tues., Aug. 28 10 a. m.	Sept. 6	Sept. 6	Sept. 7
Aug. 21	Aug. 22	Aug. 22	Aug. 28	KRONPRINZ WILHELM	Tues., Sept. 4 7 a. m.	Sept. 10	Sept. 10	Sept. 11
Aug. 18	.....	.....	Aug. 30	Main	Thur., Sept. 6 10 a. m.	.....	.....	Sept. 18
Aug. 28	Aug. 29	Aug. 29	Sept. 4	KAISER WILHELM DER GROSSE	Tues., Sept. 11 10 a. m.	Sept. 17	Sept. 17	Sept. 18
Aug. 25	.....	Aug. 26	Sept. 4	Friedrich der Grosse	Thur., Sept. 13 10 a. m.	Sept. 22	Sept. 22	Sept. 23
Sept. 1	Sept. 2	.....	Sept. 11	Grosser Kurfuerst	Sat., Sept. 15 Noon.	Sept. 24	Sept. 24	Sept. 25
Sept. 4	Sept. 5	Sept. 5	Sept. 11	KAISER WILHELM II.	Tues., Sept. 18 5.30 a. m.	Sept. 24	Sept. 24	Sept. 25
Sept. 8	.....	Sept. 9	Sept. 18	Barbarossa	Tues., Sept. 25 10 a. m.	Oct. 4	Oct. 4	Oct. 5
Sept. 18	Sept. 19	Sept. 19	Sept. 25	KRONPRINZ WILHELM.	Tues., Oct. 2 6 a. m.	Oct. 8	Oct. 8	Oct. 9
Sept. 15	.....	.....	Sept. 27	Main	Thur., Oct. 4 10 a. m.	.....	.....	Oct. 16
Sept. 25	Sept. 26	Sept. 26	Oct. 2	KAISER WILHELM DER GROSSE	Tues., Oct. 9 10 a. m.	Oct. 15	Oct. 15	Oct. 16
Sept. 22	Sept. 23	.....	Oct. 2	Bremen	Thur., Oct. 11 10 a. m.	Oct. 20	Oct. 20	Oct. 21
Oct. 2	Oct. 3	Oct. 3	Oct. 9	KAISER WILHELM II.	Tues., Oct. 16 5 a. m.	Oct. 22	Oct. 22	Oct. 23
Sept. 29	.....	Sept. 30	Oct. 9	Friedrich der Grosse	Thur., Oct. 18 10 a. m.	Oct. 27	Oct. 27	Oct. 28
Oct. 6	.....	.....	Oct. 18	Breslau	Thur., Oct. 25 10 a. m.	.....	.....	Nov. 6
Oct. 16	Oct. 17	Oct. 17	Oct. 23	KRONPRINZ WILHELM	Sat., Oct. 27 Noon.	Nov. 2	Nov. 2	Nov. 3
Oct. 13	.....	Oct. 14	Oct. 23	Barbarossa	Thur., Nov. 1 10 a. m.	Nov. 10	Nov. 10	Nov. 11
Oct. 23	Oct. 24	Oct. 24	Oct. 30	KAISER WILHELM DER GROSSE	Tues., Nov. 6 10 a. m.	Nov. 12	Nov. 12	Nov. 13
Oct. 20	.....	.....	Nov. 1	York	Thur., Nov. 8 10 a. m.	.....	.....	Nov. 20
Oct. 30	Oct. 31	Oct. 31	Nov. 6	KAISER WILHELM II.	Tues., Nov. 13 1 p. m.	Nov. 19	Nov. 19	Nov. 20
Oct. 27	.....	.....	Nov. 8	Neckar	Thur., Nov. 15 10 a. m.	.....	.....	Nov. 27
Nov. 6	Nov. 7	Nov. 7	Nov. 13	KAISER WILHELM II.	Tues., Nov. 20 9 a. m.	Nov. 26	Nov. 26	Nov. 27
Nov. 3	.....	.....	Nov. 13	Friedrich der Grosse	Thur., Nov. 22 10 a. m.	Dec. 1	Dec. 1	Dec. 2
Nov. 10	.....	.....	Nov. 22	Main	Thur., Nov. 29 10 a. m.	.....	.....	Dec. 11
Nov. 20	Nov. 21	Nov. 21	Nov. 27	KAISER WILHELM DER GROSSE	Tues., Dec. 4 10 a. m.	Dec. 10	Dec. 10	Dec. 11
Nov. 17	.....	.....	Nov. 29	Scharnhorst	Thur., Dec. 6 10 a. m.	.....	.....	Dec. 18
Nov. 24	.....	.....	Dec. 6	Rhein	Thur., Dec. 13 10 a. m.	.....	.....	Dec. 25
Dec. 4	Dec. 5	Dec. 5	Dec. 11	KRONPRINZ WILHELM.	Sat., Dec. 15 2 p. m.	Dec. 21	Dec. 21	Dec. 22
Dec. 1	.....	.....	Dec. 13	York	Thur., Dec. 20 10 a. m.	.....	.....	Jan. 1

MEDITERRANEAN SERVICE.

DEPARTURES			DUE at New York	FROM NEW YORK.		DUE at Gibraltar	DUE at NAPLES	DUE at GENOA
From GENOA	From NAPLES	From Gibraltar		STEAMSHIPS	DATE.			
Aug. 2	Aug. 3	Aug. 6	Aug. 15	Koenig Albert	Sat. Aug. 25 11 a. m.	Sep. 3	Sep. 6	Sep. 7
Aug. 16	Aug. 17	Aug. 20	Aug. 29	Prinzess Irene	Sat, Sept. 1 11 a. m.	Sept. 10	Sept. 13	Sept. 14
Aug. 30	Aug. 31	Sept. 3	Sept. 12	Koenigin Luise	Sat., Sept. 15 11 a. m.	Sept. 24	Sept. 27	Sept. 28
Sept. 13	Sept. 14	Sept. 17	Sept. 26	Koenig Albert	Sat., Sept. 29 11 a. m.	Oct. 8	Oct. 11	Oct. 12
Sept. 20	Sept. 21	Sept. 24	Oct. 3	Prinzess Irene	Sat., Oct. 13 11 a. m.	Oct. 22	Oct. 25	Oct. 26
Oct. 4	Oct. 5	Oct. 8	Oct. 17	Koenigin Luise	Sat., Oct. 27 11 a. m.	Nov. 5	*Nov. 8	Nov. 9
Oct. 18	Oct. 19	Oct. 22	Oct. 31	Koenig Albert	Sat., Nov. 10 11 a. m.	Nov. 19	*Nov. 22	Nov. 23
Nov. 1	Nov. 2	Nov. 5	Nov. 14	Prinzess Irene	Sat., Dec. 1 11 a. m.	Dec. 10	*Dec. 13	Dec. 14
Nov. 15	Nov. 16	Nov. 19	Nov. 28	Koenigin Luise	Sat., Dec. 8 11 a. m.	Dec. 17	Dec. 20	Dec. 21
Dec. 6	Dec. 7	Dec. 10	Dec. 19	Koenig Albert	Sat., Jan. 12 11 a. m.	Jan. 21	Jan. 24	Jan. 25
Jan. 3	Jan. 4	Jan. 7	Jan. 16	Prinzess Irene	Sat., Jan. 19 11 a. m.	Jan. 28	Jan. 31	Feb. 1
.....	.....	.....	.....	Kaiser Wilhelm der Grosse	Sat., Jan. 26 11 a. m.	.....	ar. Feb. 5 lvs. Feb. 6	ar. Feb. 3 lvs. Feb. 4¶
.....	.....	.....	.....	Neckar	Sat., Feb. 2 11 a. m.	Feb. 12	Feb. 15	.....

*Connecting at NAPLES with North German Lloyd Steamship Schleswig or Hohenzollern for ALEXANDRIA.
¶ Arrives at Alexandria February 8th.

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Through Tickets to Asia and Australia from New York by the North German Lloyd Mediterranean Service via Naples and the North German Lloyd Imperial Mail Steamers to the East.

FIRST CABIN ROUND TRIP OR EXCURSION TICKETS.

On Roundtrip Tickets on the North Atlantic and Mediterranean Service a **reduction of 10 per cent.** of the return fare only is made. Passengers not taking Roundtrip Tickets are not allowed any reduction when taking their homeward tickets. These tickets are limited to one year and may be used on any steamer of the line on which there is accommodation vacant at the rate paid for. Accommodation will be reserved in advance only when roundtrip tickets are purchased before departure from New York.

Passengers holding North German Lloyd Return Tickets (Northern or Mediterranean Service) have the option of returning by Northern or Mediterranean Services or by any of the following lines, subject to the rules and condition of the line by which passage is taken and to the payment of difference in fare, if any:—American Line, Atlantic Transport Line, Cie Gle. Transatlantique, Dominion Line, Hamburg-American Line, Holland-American Line, Leyland Line, Red Star Line, White Star Line.

RETURN TICKETS are good only for accommodation at the rate specified therein If no accommodation at the rate paid is available and superior accommodation be desired the difference will have to be paid by the passenger.

MEDITERRANEAN SERVICE.

SECOND CABIN.

All Mediterranean steamers carry Second Cabin passengers TO and FROM Mediterranean Ports.

Rates to and from Genoa, Naples or Gibraltar, $55—per adult. Children between 1 and 12 years of age pay half fare, infants under 1 year $5.

NEW YORK---EGYPT

BY THE STEAMERS OF THE NORTH GERMAN LLOYD.

The **North German Lloyd** maintain a weekly service between **Marseilles, Naples** and **Alexandria** by the fine, new, twin-screw steamship **"Schleswig,"** of 7,000 tons and 4,000 horse-power, and by the well-known steamship **"Hohenzollern,"** formerly employed in the **New York-Genoa** service. Both the steamship **"Schleswig"** and the steamship **"Hohenzollern"** contain excellent cabin accommodations. They sail from **Naples** on the **Friday** and make the trip to **Alexandria** in three days.

The **Mediterranean Express** steamers of the **North German Lloyd** from **New York** also connect at **Naples** or **Genoa** with the **Imperial Mail** steamers of the **North German Lloyd,** which leave **Genoa** and **Naples three** or **four** times a month for **Port Said, Egypt,** on their way from **Bremen** and **Southampton** to **China** and **Japan** or to **Australia.**

NEW YORK---ATHENS---CONSTANTINOPLE

By a weekly service maintained by the **North German Lloyd** and the **German Levant Line,** jointly, between **Marseilles** or **Genoa, Naples, Piraeus (Athens), Smyrna, Constantinople** and **Odessa** or **Batoum.**

S.S. **Therapia, Stamboul, Pera** and **Galata** of 3,800 tons and 2,600 horse-power, fitted with every convenience and comfort for passengers.

SAILINGS.

	Marseilles	Genoa	Naples		Piraeus		Smyrna		Constantinople		Odessa		Nicolajeff	Batoum
	dep. Sat.	dep. Sun.	arr. Mon.	dep. Mon.	arr. Thur	dep. Thur.	arr. Fri.	dep. Fri.	arr. Sun.	dep. Mon.	arr. Wed.	dep. Thur.	arr. Fri.	arr. Wed.
Scutari	Aug. 11	.....	Aug. 13	Aug. 13	Aug. 16	Aug. 16	Aug. 17	Aug. 17	Aug. 19	Aug. 20	.....	.....	.....	Aug. 22
Therapia	.....	Aug. 19	Aug. 20	Aug. 20	Aug. 23	Aug. 23	Aug. 24	Aug. 24	Aug. 26	Aug. 27	Aug. 29	Aug. 30	Aug. 31	.....
Stamboul	Aug. 25	.....	Aug. 27	Aug. 27	Aug. 30	Aug. 30	Aug. 31	Aug. 31	Sept. 2	Sept. 3	.....	.....	.....	Sept. 5
Pera	.....	Sept. 2	Sept. 3	Sept. 3	Sept. 6	Sept. 6	Sept. 7	Sept. 7	Sept. 9	Sept. 10	Sept 12	Sept. 13	Sept. 14	.....
Galata	Sept. 8	.....	Sept. 10	Sept. 10	Sept. 13	Sept. 13	Sept. 14	Sept. 14	Sept. 16	Sept. 17	.....	.....	.....	Sept. 19

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North German Lloyd Steamship Company.

CHINA LINE. Outward Bound. 1906.

LEAVES	S. S. Roon Voy. 352	S. S. Prinz Ludwig Voy. 353	S. S. Prinzess Alice Voy. 354	S. S. Preussen Voy. 355	S. S. Gneisenen Voy. 356	S. S. Prinz Reg Luitpold Voy. 357	S. S. Prinz Eitel Friedrich Voy. 358	S. S. Zieten Voy. 359	S. S. Prinz Heinrich Voy. 360	S. S. Roon Voy. 361	S. S. Prinz Ludwig Voy. 362
Bremen.....(Wed.)	Aug. 1	.....	Aug. 29	.....	Sept. 26	.....	Oct. 24	.....	Nov. 21	.....	Dec. 19
Hamburg.....(Thur.)	.....	Aug. 16	.....	Sept. 13	.....	Oct. 11	.....	Nov. 8	.....	Dec. 6	.....
Rotterdam...(arr. Thur.)	Aug. 2	.....	Aug. 30	.....	Sept. 27	.....	.....	.....	.....	.....	Dec. 20
Antwerp.....(Mon.)	Aug. 6	Aug. 20	Sept. 3	Sept. 17	Oct. 1	Oct. 15	Oct. 29	Nov. 12	Nov. 26	Dec. 10	Dec. 24
Southampton.....(Tues.)	Aug. 7	Aug. 21	Sept. 4	Sept. 18	Oct. 2	Oct. 16	Oct. 30	Nov. 13	Nov. 27	Dec. 11	Dec. 25
Gibraltar.....(Sat.)	Aug. 11	Aug. 25	Sept. 8	Sept. 22	Oct. 6	Oct. 20	Nov. 3	Nov. 17	Dec. 1	Dec. 15	Dec 29
Genoa...(Wed., 11 a. m.)	Aug. 15	Aug. 29	Sept. 12	Sept. 26	Oct. 10	Oct. 24	Nov. 7	Nov. 21	Dec. 5	Dec. 19	Jan. 2
Naples (ar. Thur., 9 a. m.)	Aug. 16	Aug. 30	Sept. 13	Sept. 27	Oct. 11	Oct. 25	Nov. 8	Nov. 22	Dec. 6	Dec. 20	Jan. 3
Naples (lve. Thur., 12 Mdt)	Aug. 16	Aug. 30	Sept. 13	Sept. 27	Oct. 11	Oct. 25	Nov. 8	Nov. 22	Dec. 6	Dec. 20	Jan. 3
Port Said.....(arr. Mon.)	Aug. 20	Sept. 3	Sept. 17	Oct. 1	Oct. 15	Oct. 29	Nov. 12	Nov. 26	Dec. 10	Dec. 24	Jan. 7
Sues.....(arr. Tues.)	Aug. 21	Sept. 4	Sept. 18	Oct. 2	Oct. 16	Oct. 30	Nov. 13	Nov. 27	Dec. 11	Dec. 5	Jan. 8
Aden.....(arr. Sat.)	Aug. 25	Sept. 8	Sept. 22	Oct. 6	Oct. 20	Nov. 3	Nov. 17	Dec. 1	Dec. 15	Dec. 29	Jan. 12
Colombo.....(arr.)	Sept. 1	Sept. 15	Sept. 29	Oct. 14	Oct. 28	Nov. 11	Nov. 25	Dec. 9	Dec. 23	Jan. 6	Jan. 20
Penang.....(arr.)	Sept. 6	Sept. 20	Oct. 4	Oct. 19	Nov. 2	Nov. 16	Nov. 30	Dec. 14	Jan. 28	Jan. 11	Jan. 25
Singapore.....(arr.)	Sept. 7	Sept. 21	Oct. 5	Oct. 20	Nov. 3	Nov. 17	Dec. 1	Dec. 15	Dec. 29	Jan. 12	Jan. 26
Hong Kong.....(arr.)	Sept. 13	Sept. 27	Oct. 11	Oct. 26	Nov. 9	Nov. 23	Dec. 7	Dec. 21	Jan. 4	Jan. 18	Feb. 1
Shanghai (arr.)	Sept. 17	Oct. 1	Oct. 15	Oct. 30	Nov. 13	Nov. 27	Dec. 11	Dec. 25	Jan. 8	Jan. 22	Feb. 5
Shanghai (lve.)	Sept. 19	Oct. 3	Oct. 17	Nov. 1	Nov. 15	Nov. 29	Dec. 13	Dec. 27	Jan. 10	Jan. 24	Feb. 7
Nagasaki.....(arr.)	Sept. 20	Oct. 4	Oct. 18	Nov. 2	Nov. 16	Nov. 30	Dec. 14	Dec. 28	Jan. 11	Jan. 25	Feb. 8
Kobe (Hiogo).....(arr.)	Sept. 21	Oct. 5	Oct. 19	Nov. 4	Nov. 18	Dec. 2	Dec. 16	Dec. 30	Jan. 13	Jan. 27	Feb. 10
Yokohama.....(arr.)	Sept. 23	Oct. 7	Oct. 21	Nov. 6	Nov. 20	Dec. 4	Dec. 18	Jan. 1	Jan. 15	Jan. 29	Feb. 12

*Connections made at NAPLES with steamer arriving from New York. Train leaves ALEXANDRIA 3.35. p. m, arriving at CAIRO 7.25 p. m.

Connections made at PENANG for BELAWAN (Deli) and ASAHAN (Sumatra) by steamers of the North German Lloyd; for RANGOON by steamers of the British India S.N. Co.

Connection made at SINGAPORE for SUMATRA (Belowan), ASAHAN, BANGKOK, HONG KONG via Bangkok, NORTH BORNEO (Labuan, Jesselton Kudat, Sandakan, Lahad-Datu), CELEBES, MOLUKKEN (Macassar, Menado, Sangir Islands, Ternate, Gorontalo), SULU, ZAMBOANGA, ILOILO CEBU, MANILA (for freight only) by steamers of the North German Lloyd; for BATAVIA SAMARANG SOERABAYA by steamer of the Kononklijke Paketvaart Maatschappij.

Connections at HONG KONG for NEW GUINEA, QUEENSLAND and SYDNEY by the Imperial Mail Steamers "Prinz Waldemar," "Prinz Sigismund" and "Willehad," also connection for Manila.

Connection made at SHANGHAI for the YANGSTE RIVER PORTS (Chingkiang, Nanking, Wuhu, Kiukiang, Hankow) also for TSINGTAU CHEFOO and TIENTSIN.

CHINA LINE. Homeward Bound. 1906.

LEAVES	S. S. Oldenburg Voy. 346	S. S. Bayern Voy. 347	S. S. Prinz Reg Luitpold Voy. 348	S. S. Prinz Eitel Voy. 349	S. S. Sachsen Voy. 350	S. S. Prinz Heinrich Voy. 351	S. S Roon Voy. 352	S. S. Prinz Ludwig Voy. 353	S. S. Prinzess Alice Voy. 354	S. S. Preussen Voy. 355	S. S. Gneisnan Voy. 356	S. S. Prinz Reg. Luitpold Voy. 357	S. S. Prinz Eitel Friedrich Voy. 358
Yokohama.....(Sat.)	July 7	July 21	Aug. 4	Aug. 18	Sept. 1	Sept. 15	Sept. 29	Oct. 13	Oct. 27	Nov. 10	Nov. 24	Dec. 8	Dec. 22
Kobe (Hiogo).....(Mon.)	July 9	July 23	Aug. 6	Aug. 20	Sept. 3	Sept. 17	Oct. 1	Oct. 15	Oct. 29	Nov. 12	Nov. 26	Dec. 10	Dec. 24
Nagasaki.....(Wed.)	July 11	July 25	Aug. 8	Aug. 22	Sept. 5	Sept. 19	Oct. 3	Oct. 17	Oct. 31	Nov. 14	Nov. 28	Dec. 12	Dec. 26
Shanghai (arr. Thur.)	July 12	July 26	Aug. 9	Aug. 23	Sept. 6	Sept. 20	Oct. 4	Oct. 18	Nov. 1	Nov. 15	Nov. 29	Dec. 13	Dec. 27
Shanghai (lve. Sat.)	July 14	July 28	Aug. 11	Aug. 25	Sept. 8	Sept. 22	Oct. 6	Oct. 20	Nov. 3	Nov. 17	Dec. 1	Dec. 15	Dec. 29
Hong Kong.....	July 19	Aug. 2	Aug. 16	Aug. 30	Sept. 13	Sept. 27	Oct. 11	Oct. 25	Nov. 7	Nov. 21	Dec. 5	Dec. 19	Jan. 2
Singapore.....	July 24	Aug. 7	Aug. 21	Sept. 4	Sept. 18	Oct. 2	Oct. 16	Oct. 30	Nov. 12	Nov. 26	Dec. 10	Dec. 24	Jan. 7
Penang.....	July 26	Aug. 9	Aug. 23	Sept. 6	Sept. 20	Oct. 4	Oct. 18	Nov. 1	Nov. 14	Nov. 28	Dec. 12	Dec. 26	Jan. 9
Colombo.....	July 31	Aug. 14	Aug. 28	Sept. 11	Sept. 25	Oct. 9	Oct. 23	Nov. 6	Nov. 18	Dec. 2	Dec. 16	Dec. 30	Jan. 13
Aden.....	Aug. 8	Aug. 22	Sept. 5	Sept. 19	Oct. 3	Oct. 17	Oct. 31	Nov. 14	Nov. 25	Dec. 9	Dec. 23	Jan. 6	Jan. 20
Sues.....	Aug. 12	Aug. 26	Sept 9	Sept. 23	Oct. 7	Oct. 21	Nov. 4	Nov. 18	Nov. 29	Dec. 13	Dec. 27	Jan. 10	Jan. 24
Port Said.....(arr.)	Aug. 13	Aug. 27	Sept. 10	Sept. 24	Oct. 8	Oct. 22	Nov. 5	Nov. 19	Dec. 1	Dec. 15	Dec. 29	Jan. 12	Jan. 26
Naples.....(arr.)	Aug. 16	Aug. 30	Sept. 13	Sept. 27	Oct. 11	Oct. 25	Nov. 8	Nov. 22	Dec. 4	Dec. 18	Jan. 1	Jan. 15	Jan. 29
Naples.....(lve.)	Aug. 17	Aug. 31	Sept. 14	Sept. 28	Oct. 12	Oct. 26	Nov. 9	Nov. 23	Dec. 5	Dec. 19	Jan. 2	Jan. 16	Jan. 30
Genoa.....(arr.)	Aug. 18	Sept. 1	Sept. 15	Sept. 29	Oct. 13	Oct 27	Nov. 10	Nov. 24	Dec. 6	Dec. 20	Jan. 3	Jan. 17	Jan. 31
Gibraltar.....(arr.)	Aug. 22	Sept. 5	Sept. 19	Oct. 2	Oct. 17	Oct. 31	Nov. 14	Nov. 28	Dec. 10	Dec. 24	Jan. 7	Jan. 21	Feb. 4
Southampton.....(arr.)	Aug. 26	Sept. 9	Sept. 23	Oct. 6	Oct. 21	Nov. 4	Nov. 18	Dec. 2	Dec. 14	Dec. 28	Jan. 11	Jan. 25	Feb. 8
Antwerp.....(arr.)	Aug. 27	Sept. 10	Sept. 24	Oct. 7	Oct. 22	Nov. 5	Nov. 19	Dec 3	Dec. 15	Dec. 29	Jan. 12	Jan. 26	Feb. 9
Amsterdam	.....	.....	.....	.....	.....	.....	.....	.....	.....	Dec. 30	.....	.....	Feb. 12
Hamburg.....(arr.)	Aug. 30	.....	Sept. 27	.....	Oct. 25	.....	Nov. 22	.....	Dec. 18	.....	Jan. 15	Jan. 29	.....
Bremen.....(arr.)	.....	Sept. 13	.....	Oct. 10	.....	Nov. 8	.....	Dec. 6	.....	Jan. 1	.....	.....	.....

TIME TABLE

Proposed Sailings of Twin-Screw Steamship "Schleswig" and "Hohenzollern," between Marseilles, Naples, Alexandria and Return.

STEAMERS	MARSEILLES	NAPLES		ALEXANDRIA		NAPLES		MARSEILLES
	Leave Wednesdays, 3 p. m.	Arrive Thursdays	Leave Fri., 11 a. m.	Arrive Mondays	Leave Wed., 5 p. m.	Arrive Saturdays	Leave Sun., 4 p. m.	Arrive Tuesdays
Hohenzollern.....	August..... 29	Aug. 30	Aug. 31	Sept. 3	Sept. 5	Sept. 8	Sept. 9	September....11
Hohenzollern.....	September..... 19	Sept. 20	Sept. 21	Sept. 24	Sept. 26	Sept. 29	Sept. 30	October..... 2
Hohenzollern.....	October..... 3	Oct. 4	Oct. 5	Oct. 8	Oct. 10	Oct. 13	Oct. 14	October. 16
Hohenzollern.....	October 17	Oct. 18	Oct. 19	Oct. 22	Oct. 24	Oct. 27	Oct. 28	October. 30
Hohenzollern	October..... 31	Nov. 1	Nov. 2	Nov. 5	Nov. 7	Nov. 10	Nov. 11	November....13
Schleswig.....	November..... 7	Nov. 8	Nov. *9	Nov. 12	Nov. 14	Nov. 17	Nov. 18	November....30

*Connections made at NAPLES with steamer arriving from New York. Train leaves ALEXANDRIA 3.35 p. m., arriving at CAIRO 7.25 p. m.

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North German Lloyd Steamship Company.

AUSTRALIAN LINE. Outward Bound, 1906.

LEAVES	S. S. Zieten Voy. 277	S. S. Grosser Kurfurst Voy. 278	S. S. Barbarossa Voy. 279	S. S. Scharnhorst Voy. 280	S. S. Bremen Voy. 281	S. S. Voy. 282	S. S. Voy. 283
Bremen.....(Wed.)	Sept. 5	Oct. 3	Oct. 31	Nov. 28	Dec. 26	Jan. 23	Feb. 20
Antwerp.....(Sun.)	Sept. 9	Oct. 7	Nov. 4	Dec. 2	Dec. 30	Jan. 27	Feb. 24
Southampton..(Mon.)	Sept. 10	Oct. 8	Nov. 7	Dec. 3	Dec. 31	Jan. 28	Feb. 25
Genoa..(Tue.,10 a. m.)	Sept. 18	Oct. 16	Nov. 13	Dec. 11	Jan. '7 8	Feb. 5	Mar. 5
Naples.(arr.Wed.a.m.)	Sept. 19	Oct. 17	Nov. 14	Dec. 12	Jan. 9	Feb 6	Mar. 6
Naples(lv.Wed.10 p.m)	Sept. 19	Oct. 17	Nov. 14	Dec. 12	Jan. 9	Feb. 6	Mar. 6
Port Said.....(Sun.)	Sept. 23	Oct. 21	Nov. 18	Dec. 16	Jan. 13	Feb. 10	Mar. 6
Suez.....(Mon.)	Sept. 24	Oct. 22	Nov. 19	Dec. 17	Jan. 14	Feb. 11	Mar. 10
Aden.....(Sat.)	Sept. 29	Oct. 27	Nov. 24	Dec. 22	Jan. 19	Feb. 16	Mar. 11
Colombo.....(Sat.)	Oct. 6	Nov. 3	Dec. 1	Dec. 31	Jan. 26	Feb. 23	Mar. 16
Fremantle.....(Thur.)	Oct. 18	Nov. 15	Dec. 13	Jan. '7 12	Feb. 7	Mar. 7	Mar. 23
Adelaide.....(Tues.)	Oct. 23	Nov. 20	Dec. 18	Jan. 17	Feb. 12	Mar. 12	Apr. 4
Melbourne.....(Fri.)	Oct. 26	Nov. 23	Dec. 21	Jan. 20	Feb. 15	Mar. 15	Apr 9
Sydney.....(Mon.)	Oct. 29	Nov. 26	Dec. 24	Jan. 23	Feb. 18	Mar. 18	Apr. 12
							Apr. 15

The Imperial Mail Steamers "Prinz Waldemar," "Prinz Sigismund" and "Willehad" ply between SYDNEY and QUEENSLAND, NEW GUINEA, HONG KONG and JAPAN.

AUSTRALIAN LINE. Homeward Bound, 1906.

LEAVES	S. S. Weimar Voy. 274	S. S. Scharnhorst Voy. 275	S. S. Gera Voy 276	S. S. Zieten Voy. 277	S. S. Grosser Kurfurst Voy. 278	S. S. Barbarossa. Voy. 279	S. S. Scharnhorst Voy. 280	S. S. Bremen Voy. 281	S. S. Voy. 282
Sydney.....(Sat.)	Aug. 18	Sept. 15	Oct. 13	Nov. 10	Dec. 8	Jan. 5	Feb. 2	Mar. 4	Apr. 1
Melbourne...(arr. Mon.)	Aug. 20	Sept. 17	Oct. 15	Nov. 12	Dec. 10	Jan. 7	Feb. 4	Mar. 6	Apr. 3
Adelaide...(Sat. 2 p. m.)	Aug. 25	Sept. 22	Oct. 20	Nov. 17	Dec. 15	Jan. 12	Feb. 9	Mar. 11	Apr. 8
Fremantle.....(Thur.)	Aug. 30	Sept. 27	Oct. 25	Nov. 22	Dec. 20	Jan. 17	Feb. 14	Mar. 16	Apr. 13
Colombo.....	Sept. 10	Oct. 8	Nov. 5	Dec. 3	Dec. 31	Jan. 28	Feb. 25	Apr. 27	Apr. 24
Aden.....	Sept. 17	Oct. 15	Nov. 12	Dec. 10	Jan. '7 7	Feb. 4	Mar. 4	Apr. 3	May 1
Suez.....(arr.)	Sept. 22	Oct. 20	Nov. 17	Dec. 15	Jan. 12	Feb. 9	Mar. 9	Apr. 8	May 6
Port Said.....(arr.)	Sept. 22	Oct. 20	Nov. 17	Dec. 15	Jan. 12	Feb. 9	Mar. 9	Apr. 8	May 6
Naples.....(arr.)	Sept. 26	Oct. 24	Nov. 21	Dec. 19	Jan. 16	Feb. 13	Mar. 13	Apr. 12	May 10
Naples.....(lve.)	Sept. 27	Oct. 25	Nov. 22	Dec. 20	Jan. 17	Feb. 14	Mar. 14	Apr. 13	May 11
Genoa.....(arr.)	Sept. 28	Oct. 26	Nov. 25	Dec. 21	Jan. 18	Feb. 15	Mar. 15	Apr. 14	May 12
Southampton.....(arr.)	Oct. 6	Nov. 3	Dec. 3	Dec. 29	Jan. 26	Feb. 23	Mar. 23	Apr. 22	May 20
Antwerp.....(arr.)	Oct. 7	Nov. 4	Dec. 4	Dec. 30	Jan. 27	Feb. 24	Mar. 24	Apr. 23	May 21
Bremen.....(arr.)	Oct. 10	Nov. 7	Dec. 7	Jan. '7 2	Jan. 30	Feb. 27	Mar. 27	Apr 26	May 24

AUSTRALIA-JAPAN LINE. (Via New Guinea and Hongkong.)

OUTWARD BOUND.										HOMEWARD BOUND.						
Sydney leave	Simpsonhafen leave	Friedr. Wilhelmshafen leave	Manila leave	Hongkong leave	Yokohama arrive	Kobe arrive	Tour.	Steamer	Tour.	Kobe leave	Moji leave	Hongkong leave	Manila leave	Friedr. Wilhelmshafen leave	Simpsonhafen leave	Sydney arrive
Sept. 1	Sept. 11	Sept. 14	Sept. 22	Sept. 26	Oct. 2	Oct. 5	24	.....Prinz Sigismund.....	24	Oct. 8	Oct. 10	Oct. 16	Oct. 18	Oct. 30	Oct. 30	Nov. 7
Sept. 29	Oct. 9	Oct. 12	Oct. 20	Oct. 24	Oct. 30	Nov. 2	25	.....Willehad.....	25	Nov. 5	Nov. 7	Nov. 13	Nov. 15	Nov. 24	Nov. 27	Dec. 5
Oct. 27	Nov. 6	Nov. 9	Nov. 17	Nov. 21	Nov. 27	Nov. 30	26	.....Prinz Waldemar.....	26	Dec. 3	Dec. 5	Dec. 11	Dec. 13	Dec. 22	Dec. 25	Jan. 2
Nov. 24	Dec. 4	Dec. 7	Dec. 15	Dec. 19	Dec. 25	Dec. 28	27	.....Prinz Sigismund.....	27	Dec. 31	Jan. 2	Jan 10	Jan 19	Jan 19	Jan 22	Jan 30
Dec. 22	Jan. 1	Jan. 4	Jan. 12	Jan. 16	Jan. 22	Jan. 25	28	.....Willehad.....	28	Jan. 28	Jan. 30	Feb. 5	Feb. 7	Feb. 16	Feb. 19	Feb. 27

Every three months a steamer will ply between Friedrich-Wilhelmshafen and Stephansort, Finschhafen (Langemackbucht) Potsdamhafen and Tamara Seleo). Eventually Melbourne, Newcastle, N. S. W., Brisbane, Keppel Bay (Rockhampton). Townsville Cairns, Moresby, Samanai, Woodlark, Manila and Moji may be called at.

The sailing dates will be observed as much as possible; however in intermediate ports arrivals and departures may take place earlier or later than stated above, according to circumstances.

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North German Lloyd Steamship Company.

RIVER PLATE LINE.

Bremen-Montevideo & Buenos Ayres, via Antwerp, Coruna, Villagarcia, or Vigo.

STEAMERS	FROM BREMEN	FROM ANTWERP	FROM CORUNA or VILLAGARCIA or VIGO
(3) Wittenberg	Sept. 8	Sept. 12	.....
(1) Stuttgart	Sept. 22	.....	Sept. 26
(1) Norderney	Oct. 6	Oct. 10	Oct. 13
(1) Weimar	Oct. 20	.....	Oct. 24
(3) Roland	.....	Oct. 24	.....
(1) Helgoland	Nov. 3	Nov. 7	Nov. 10
(1) Oldenburg	Nov. 17	.....	Nov. 21
(2) America	.....	Nov. 21	.....
(1) Borkum	Dec. 1	Dec. 5	Dec. 8
(1) Stuttgart	Dec. 15	.....	Dec. 19
(3) Wittenberg	.....	Dec. 19	.....

(1) Carry a limited number of Second Cabin Passengers. Steerage Passengers and freight. (2) Carry freight only—no passengers. (3) S. S. Wittenberg carries Steerage and freight only.

BRAZIL LINE.

Bremen—Pernambuco, Bahia, Rio de Janeiro and Santos, via Antwerp and Leixoes Oporto, and Lisbon event, Madeira (Funchal.)

STEAMERS	FROM Bremen	FROM Antwerp	FROM Leixoes, Oporto	FROM Lisbon.
¶ Coblenz ‡	Sept. 1	Sept. 5	Sept. 10	Sept. 11
‡ Wuerzburg	Sept. 15	Sept. 19	Sept. 24	Sept. 25
¶ Aachen ‡	Sept. 29	Oct. 3	Oct. 8	Oct. 9

¶Via Bahia, Rio de Janeiro and Santos.
‡Via Pernambuco, Rio de Janeiro and Santos
‡Also Sao Francisco do Sul. Route: Rio de Janeiro, Sao Francisco, Santos.

Steamers carry Steerage passengers and a limited number of Second Cabin passengers, also freight.

Connections for freight made with steamers at Paranagua, Sao Francisco, Desterro and Rio Grande do Sul.

CUBA LINE.

Bremen, Antwerp, Coruna event, Vigo or Villagarcia to Havana, Cienfuegos and Manzanillo.

STEAMERS	FROM Bremen	FROM Antwerp	FROM Coruna
* Heidelberg And a steamer on 14th of each month thereafter.	Sept. 14	Sept. 18	Sept. 22

* Carry freight only—no passengers.

GALVESTON LINE.

Bremen—Galveston, via New York or Baltimore.

STEAMERS	FROM Bremen	STEAMERS	FROM Bremen
* Cassel	Sept. 6	* Hannover	Oct. 4
* Koeln	Sept. 13	* Breslau	Oct. 25

*Via Baltimore.

These steamers carry Steerage passengers, cargo and a limited number of Second Cabin passengers.

THROUGH TICKETS

ISSUED BY

NORTH GERMAN LLOYD STEAMERS.

CHINA AND JAPAN.—From Bremen and Hamburg, Antwerp, Rotterdam, Southampton, Gibraltar, Genoa, Naples, Port Said Suez, Aden, Colombo, Penang, Singapore, Hong Kong, Shanghai, Nagasaki, Hiogo (Kobe) and Yokohama.

Connections made at Penang for Belawan (Deli) and Asahan (Sumatra) by steamers of the North German Lloyd; for Rangoon by steamers of the British India S. N. Co.

Connections made at Singapore for Sumatra (Belawan), Asahan, Bangkok, Hong Kong via Bangkok, North Borneo (Labuan, Jesselton, Kudat, Sandakan, Lahad-Datu), Celebes, Molukken (Macassar, Menado, Sangir Islands, Ternate, Gorontalo), Sulu, Zamboanga, by steamer of the North German Lloyd; for Batavia, Samarang, Soerabaya by the steamers of she Koninklijke Paketvaart Maatschappij.

Connections at Hong Kong for New Guinea, Queensland and Sydney by the Imperial Mail steamers "Prinz Waldemar," "Prinz Sigismund" and "Willehad," also connection for Manila, Cebu and Iloilo.

Connection made at Shanghai for the Yangtse River Ports (Chingkiang, Nanking, Wuhu, Kiukiang, Hankow), also for Tsingtau, Chefoo and Tientsin.

AUSTRALIAN LINE.—Between Bremen, Antwerp. Southampton, Genoa, Naples, Port Said, Suez, Aden Colombo, Fremantle, Adelaide, Melbourne and Sydney.

Connection made at Sydney for New Guinea Hong Kong, Manila, Yokohama and Kobe.

FROM BREMEN AND ANTWERP.—Coruna, Villagarcia or Vigo to Montevideo and Buenos Ayres.

FROM BREMEN, Antwerp, Leixoes, Oporto, Lissabon, eventually Madeira to Pernambuco, Bahia, Rio de Janeiro and Santos.

FROM (MARSEILLES), Genoa, Naples, Piraeus, Smyrna, Constantinople Odessa, Nicolajeff, Batum.

DIRECT CONNECTIONS FROM GENOA AND NAPLES to Egypt and the East by the North German Lloyd Imperial Mail Steamers.

PASSENGERS ARE ALLOWED TO STOP OVER at all intermediate ports and to continue voyage without extra charge on any later steamer on which there may be room available, and in such accommodation as may be vacant.

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JAMES W. GREENE, Manager.

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AGENTS OF THE NORTH GERMAN LLOYD S. S. CO.

Place:	Name and letter address:	Telegrahpic address:
BREMEN.....	NORTH GERMAN LLOYD, Papenstrasse	LLOYD, BREMEN
LONDON.....	KELLER, WALLIS & CO., 26-27 Cockspur St., Charing Cross, S.W.	NORDLLOYD, LONDON
LONDON.....	KELLER, WALLIS & CO., 2 King William Street, City, E. C.	RELLEK, LONDON.
	CABIN BOOKING OFFICES	
Berlin.....	J. V. MESSMER-SALDERN, Hotel Bristol, Unter den Linden, 5-6	Nordlloyd, Berlin.
Vienna.....	CAPT. A. FERNICKEL, Grand Hotel, 9 Kartnerring	Nordlloyd, Vienna
Paris.....	NORTH GERMAN LLOYD, 2 Rue Scribe.	Nordlloyd, Paris
Aarau.....	Hans Gerber, Hotel Gerber-Terminus	
Aix-La-Chapelle (Aachen)	Cabin Booking office, Kurinspector E. Leuchter	Kurinspector, Aachen.
Alexandria.....	C. H. Schoeller, Cleopatra Lane.	Nordlloyd, Alexandria.
Algiers.....	Thomas Cook & Son.	Cook, Algiers.
Amsterdam....	Norddeutscher Lloyd, Kalverstraat 64	Nordlloyd, Amsterdam.
Antwerp.....	Von Bary & Co., Place de Meir 23.	Nordlloyd, Antwerpen.
Aschaffenburg..	H. Georg Kohler.	Nordlloyd, Aschaffenburg
Augsburg.....	Theodor Muhlschlegel.	
Baden-Baden..	F. C. Joerger.	Bankhaus, Joerger.
Bad Ems.....	L. J. Kirchberger.	
Bad Kissingen..	Friedrich Feustel.	Feustel, Kissengen.
Bad Kissingen..	A. Lowenthal, Jr.	Bankgeschaft Lowenthal, (Kissingen.
Barcelona.....	Guillermo Schipper, 6 Paseo de Colon.	
Barmen.....	Rudolf Dahl, 12 Altermarkt.	Nordlloyd, Barmen.
Basel.....	Conrad Schneebeli, 54 Elizabethen St.	Schneebeli, Basel.
Bergen.....	J. C. R. Bruenech & Son.	
Berlin.....	F. Montanus, Invalidenstr., 93 N. W.	Supercargo, Berlin.
Berne.....	Kehrli & Oeler.	
Beyrout.....	Weber & Co.	Weber Co., Beyrout.
Bonn a. Rh....	Heinr. Brinck, Markt 29.	Brinck, Markt, Bonn.
Braunschweig..	Carl Camehn. Bohlweg 16.	Carl Camehn, Braunschweig.
Breslau.....	Capt. Alex. von Kloch.	Nordlloyd, Breslau.
Brunn.....	Hermann Neisser, Bahnring 22.	
Brussels.....	Passage Bureau des Norddeutschen Lloyd, 21-23 Boulevard Anspach.	Nordlloyd, Brussell.
Bucarest.....	Edm. Beldiman & Co. Hall de l'Independence.	Nordlloyd. Bucarest.
Cairo.....	Otto Sterzing, Opera Square.	Nordlloyd, Cairo.
Carlsbad.....	Rudolf Mayer Reisebureau.	Nordlloyd, Carlsbad.
Cassel(Hessen).	Aug. Pechmann, Kolnischestr., 16	Pechmann, Cassel.
Chemnitz.....	A. Hauptmann, Theaterstr., 27	Nordlloyd, Chemnitz.
Christiania.....	Arntzen & Co., Carl Johans Gade.	
Christianssand	Oluf A. S. Bellessen.	
Cherbourg.....	Emilie LePont, Fils & Co., 46 Quai de	Nordlloyd, Cherbourg.
Coblenz.....	Guido Erxleben. (Alexandre III.	
Cologne.....	W. Lippmann, Domkloster 1.	Nordlloyd, Kolnrhein.
Constance.....	Macaire & Cie, Bankers, Insel Hotel.	Marcaire, Konstanz.
Copenhagen....	Norddeutscher Lloyd, N. Ostergade, 1	Nordlloyd Copenhagen.
Crefeld.....	Andre Weis, Elisabethstr., 59-61.	Nordlloyd, Crefeld.
Darmstadt.....	Anton Fischer, Frankfurterstr., 12-14.	Anton Fischer, Darmstad
Davos-Platz....	S. F. Gartschi, Bank fur Davos.	
Dortmund.....	Otto zur Hellen, Konigshof 7.	OttoZurhellen, Dortmund
Dresden.....	Fr. Bremermann, Pragerstrasse 49 (vis a vis Hauptbahnhof.	Nordlloyd, Dresden.
Drontheim	Albrecht W. Selmer.	
Duisburg.....	Karl Schroers, 92-98 Ruhrorterstr.	Nordlloyd, Duisberg.
Dusseldorf.....	Norddeutscher Lloyd Passage Bureau, (Emil Meyer) Wilhelmsplatz 9.	Nordlloyd, Dusseldorf.
Erfurt.....	Paul Schneider, Gartenstrasse, 62d.	Lloydagentur, Erfurt.
Frankfort a.m..	Chr. Emil Derschow, Kaiserstr., 14.	Nordlloyd, Frankfurt-Main.
Freiburg Bd'n..	Ed. Hebting.	
Florence.....	French, Lemon & Co., 2-4 Via Tornabuorni.	Concord, Florence.
Florence.....	Norddeutscher Lloyd, Passage Bureau 17 Via Tornabuorni.	Nordlloyd, Florence.
Geneva.....	A. Bocquin, 22 Rue Montblanc.	Nordlloyd, Geneva.
GENOA.....	LEUPOLD BROS. 10 Plaza, San Sire	Nordlloyd, Genoa.
Gera Reuss....	Bauer & Anders, Sorge, 14.	
GIBRALTAR..	JOHN ONETTI & SONS, Engineer Lane.	Nordlloyd, Gibraltar.
Gotha.....	Hermann Lohberger, 31 Schwabhauserstrasse.	Creditreform, Gotha.
Gothenburg....	Flach & Wimnell, Sodra Hamngatan 51	Nordlloyd, Gothenburg.
Hamburg.....	Wilhelm Lazarus, 4 Rolandsbrucke.	Nordlloyd, Hamburg.
Hamburg.....	Rob. M. Sloman, Jr., 3 Baumwall.	Slomanjur, Hamburg.
Hanover.....	Wilhelm Berkhan, Georgstrasse, 39.	Nordlloyd Hannover.
Havana (Cuba).	Schwab & Tillmann	Nordlloyd, Havana.
Havre.....	Michell & Kimball, 26 Rue des Viviers.	Nordlloyd, Havre.
Homburg H'o .	Wilh. Nagel, Jr.	Reisebureau, Homburghoehe

Place:	Name and letter address:	Telegraphic address:
Innsbruck.....	Landesverbandes fur Fremdenverkehr	Landesverband, Innsbruck.
Interlaken.....	Volksbank, J. Rieder.	
Jena.....	Wilh. Sieber, Holzmarkt 1.	
Karlsruhe B'd..	Fr. Kern, Erbprinzenstrasse 6.	Nordlloyd, Karlsruhe.
Kiel.....	John Spiering.	Nordlloyd, Kiel
Kreuznach.....	C. F. Eccardt, Kloster-Kellerei.	Eccardt, Kreusnach.
Lausanne.....	Dubois Freres.	Duboirnou, Lausanne
Leipsic.....	E. Wellbrock, Georgiring 1, Augustusplatz.	Nordlloyd, Leipsig.
Lille (France)..	Agence Lubin, 37 Rue Faidherbe.	
Lucerne.....	Frey & Suchsland, Hotel Schweizerhof quai.	Nordlloyd, Lucerne.
Ludwigshafen a. Rhein.....	Peter Rixius.	Peter Rixius. Ludwigshafen Rhein.
Ludwigshafen a. Rhein.....	Wilh. Johann.	Johann, Ludwigshafen (Rhein
Lugano.....	Banque de la Suisse Italienne.	
Madrid.....	Carlos de Cardona, 11 Calle Arrieta.	
Mainz.....	L. Lyssenhop & Co., Kaiserstrasse 7.	Nordlloyd, Mainz.
Malta.....	A. Duncan & Co.	Duncan, Malta.
Mannheim.....	Ph. Jac. Eglinger, O 7, No. 22.	Eglinger sen., Mannheim
Madgeburg.....	W. Vockeroh, 9 Wilhelmstr.	Vockeroh, Wilhelmstr., Mgd.
Marburg a. L'n	Carl Schneider, Bahnhofstr, 2.	Lloyd, Marburg.
Marseilles.....	William Carr, 4 Rue Beauvau.	Nordlloyd, Marseilles
Meran, Tyrol...	S. Potzelberger, Pfarrplatz.	Potzelberger, Meran
Messina.....	Peirce Brothers.	Pierce Brothers, Messina.
Milan.....	Gio-Corr. Meiss, 6 via Filodrammatice	Nordlloyd, Milan.
Monte Carlo...	Comptoir National d'Escompte Im- (meuble Smiths Bank.	Comptonia Voyages, (Montecarlo.
Montreux.....	F. Rolli.	
Munich.....	H. G. Kohler, Promenadenplatz 19, (Hotel Bayerischer Hof.	Nordlloyd, Munchen.
Munich.....	Danler & Co., Bayerstr. 27.	Danler, Munchen.
Muenster, I.W .	H. Coenen, Konigstrasse, 8.	Coenen, Munster.
NAPLES.....	ASELMEYER & CO., Corso Re Umberto Rettifilo No. 6.	Nordlloyd, Naples.
Nauheim.....	H. Heinrich, Schuckhardt's Pvt. Hotel	Heinrich, Bad Nauheim.
Nice.....	Norddeutscher Lloyd, 14 Avenue Felix Faure.	Nordlloyd, Nice.
Nordhausen....	Carl Eine, Jr	Eine, Jr., Nordhausen.
Nurnberg.....	Albert Bernhold.	Albert Bernhold, Nurnberg
Offenburg.....	August Hund.	A. Hund, Offenburg, Baden
Oldenb'g, i. Gr.	Edw. Meiners.	
Osnabruck.....	Wm. Nordhaus, 32a Bierstrasse.	
Ostend.....	Agence Maritime.	Nordlloyd, Ostend.
Palermo.....	Angelo Tagliavia & Figli.	Angelo, Palermo.
Paris.....	Armstrong & Co., 19 Rue Scribe.	Germanicus, Paris.
Piraeus.....	Roth & Co.	Roth, Piraeus.
Plymouth.....	Orlando Davis & Co., 53 Southside S.	Orlando, Plymouth.
Port Said.....	H. Bronn.	Nordlloyd, Portsaid.
Prag.....	Norddeutscher Lloyd, 8 Hybernergasse	Nordlloyd, Prag.
Rome.....	Norddeutscher Lloyd Pas'ge Bureau. J. E. Anniser, 395-396 Corso Umberto 1	Nordlloyd, Rome.
Rome.....	French, Lemon & Co., 49 Piazza d. Spagnio.	Lemon, Rome.
Rotterdam.....	W. H. Muller & Co.	Nordlloyd, Rotterdam.
Southampton ..	Keller, Wallis & Co., Canute Road.	Keller, Southampton
St. Gall.....	Alfred Gahwiller, 41 St. Leonhardstr.	
St. Moritz.....	G. E. Rocco.	
Stavanger.....	Fred. Wattne.	
Stockholm.....	Nordisk Reisebureau.	Reisebureau, Stockholm.
Strassburg(Els).	Ch. Staehling, L. Valentin & Co.	Staechling Valentin, Strassburgels
Strassburg(Els).	Verkehrs Bureau, 13 Kussstrasse.	Verkehrsbureau, Strassburg.
Stuttgart.....	Passage Bureau Rominger, 35 Konig-	Nordlloyd, Stuttgart.
Suez.....	Th. Meyer. (str.	Nordlloyd, Suez.
Thun.....	H. Lanz. Banhof.	Lanz, Thun.
Trieste.....	Kuchler & Co., Via Galileo 3.	Kuchler. Trieste.
Venice.....	Fischer & Rechsteiner.	Fischer, Rechsteiner Venice.
Vevey.....	Edmond de la Harpe.	Nordlloyd, Vevey.
Weimar.....	A. Saal. (C. G. Kastner's Nachf.)	Saal, Bankgeschaft, Weimar.
Wiesbaden.....	J. Chr. Glucklich, Wilhelmstrasse 50.	Glucklich, Wiesbaden.
Winterthur....	Otto Muggli.	Mugglio, Winterthur.
Worms.....	Christ Berg.	Christ. Berg, Worms.
Wurzburg.....	V. A. Fischer, Domstrasse 60.	Hoflieferant Fischer, (Wurzburg.
Zermatt(Switz)	J. Marti.	
Zurich.....	H. Meiss, 40 Bahnhofstr.	Nordlloyd, Zurich.
NEW YORK..	OELRICHS & CO., 5 Broadway.	Nordloyd, New York.
CHICAGO.....	H. CLAUSSENIUS & CO., 95 Dearborn Street.	Clausenius, Chicago.
Galveston.....	Alfred Holt.	Nordlloyd, Galveston.
Oakland.....	Robert Capelle 1114 Broadway.	Capelle. Oakland.

Passengers can also be booked through the various agencies of Messrs THOS. COOK & SON, London; Messrs. SCHENKER & Co. (Reisebureau), VIENNA and their various branches.

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NORTH GERMAN LLOYD S. S. CO.

INFORMATION FOR PASSENGERS

STATEROOMS.

It is always advisable to apply early for accommodations, especially during the traveling season.

It is customary to pay a deposit of 25 per cent. of the passage money. This payment secures the berth up to three weeks prior to the sailing, at which time the full amount of passage must be paid.

The staterooms for the first-cabin passengers are spacious, airy and comfortable, painted in white enamel, with fittings in walnut. The lower berths in the majority of the outside staterooms are so arranged that they can be extended to form a double berth and accommodate two persons. The upper berth can be pushed back out of the way similar to an upper berth in a Pullman car. The sofas are wide, and large enough to be used as beds, if required; a whole family frequently find one of these rooms ample for their needs, but, to specially provide for large families or parties, a number of staterooms are arranged en suite.

All staterooms are furnished with toilet conveniences, and electric bells are in communication with the steward's department, thus insuring prompt service.

Plans and diagrams, showing the interior arrangements of the various steamers are constantly kept on hand, and will be sent on application.

Rooms are not sold for less than two fares.

Children under 10 years of age are taken for half rate. One person desiring a room for exclusive use will be charged two fares. Infants under one year are free. Servants are berthed in special rooms (servants' quarters) and pay servants' rates, Servants booked in second cabin, at second cabin rates are not allowed access to first cabin.

RETURN ACCOMMODATION

from Southampton, London, Cherbourg, Paris, Bremen, Genoa, Naples or Gibraltar can be engaged through OELRICHS & Co., New York, either by letter or cable, the latter at passenger's expense. An allotment of rooms on steamers during the autumn return sailings, is held at the New York office.

When return accommodations are engaged in New York for passengers from the other side, the total amount of passage money must be paid before the passenger's departure from New York.

If a passenger is prevented from using the steamer engaged for, a suitable transfer can be arranged with the North German Lloyd Bremen on several weeks' notice.

IMPORTANT INFORMATION FOR PASSENGERS RELATING TO BAGGAGE ABROAD.

The Customs Examination of all baggage belonging to passengers for **BREMEN** usually takes place in the passengers' Waiting Hall of the North German Lloyd at Bremerhaven directly after disembarking.

After the Customs examination, passengers are conveyed by special train to Bremen, where their baggage is delivered to them about one hour afterward, in the North German Lloyd's Baggage Hall (situated directly in the vicinity of the Central Railway Station), on presentation of baggage checks received at New York or on board.

If, however, the steamer should enter the Weser River in the evening, so that the Customs examination of the whole of the baggage in Bremerhaven and the forwarding of the passengers and their baggage cannot be effected with certainty on the same day, then the passengers and their HAND-baggage will be at once landed at Bremerhaven and after the latter has been examined, conveyed to Bremen.

After departure from Southampton or Plymouth passengers will be informed where the Customs examination will be held, and should the latter take place in Bremen, will be requested to take with them only THE MOST NECESSARY ARTICLES for the night's stay, to expedite their despatch from Bremerhaven to Bremen.

The remaining baggage will follow to Bremen during the night, where the Customs examination will take place on the following day in Shed No. 8 at the Station near the Breitenweg and near the Central Station and the principal Hotels.

The Customs Office is open from April 1st to September 30th from 7 A. M. to noon; from 2 P. M. to 7 P. M.; from October 1st to March 31st, from 8 A. M. to noon; from 2 P. M. to 7 P. M.

This arrangement affords passengers the advantage of being able to leave the steamer under any circumstances as soon as the voyage is at an end, and to catch the most convenient trains, which leave Bremen on the following morning at about ten o'clock for any destination.

A reliable Express Company (**Kamena & Co.'s Baggage Express**) undertakes the despatch of baggage in Bremen from the Lloyd Baggage Hall or Customs examination depot, near the Breitenweg, to the Central Railway Station, or to hotels and private dwellings in the town, at a charge of M.0.50 for each piece of baggage.

Passengers desirous of continuing their journey from Bremen as speedily as possible can catch the night trains from Bremen. In this case they must hand over their non-examined baggage to the Baggage officer on board or to our Baggage officer in Bremerhaven or Bremen, to be sent on afterward in bond (see Transfer of Baggage).

On landing at **CHERBOURG** passengers' **HAND** baggage is at once examined by the Customs officials on the landing stage. The Customs examination of the rest of the baggage of those passengers traveling to Paris takes place on arrival of the "Lloyd Express" at the St. Lazare Station in Paris.

The Customs examination of all passengers' baggage landed at **PLYMOUTH** takes place directly after disembarkment.

TRANSFER AND STORAGE OF BAGGAGE.

1. Baggage can be sent in bond to any place in the interior having a customhouse Passengers desiring to have their baggage forwarded in bond to its destination must apply to the Baggage officer on board or to our Baggage offices in Bremerhaven or Bremen.

2. Passengers wanting to have their baggage forwarded by freight to the interior after Customs examination in Bremerhaven or Bremen has taken place, are also advised to apply to the Baggage officer on board or to our Baggage offices in Bremerhaven or Bremen.

3. Baggage, steamer chairs, etc., can be delivered for **Storage** to the Baggage officer on board or to our Baggage offices in Bremerhaven or Bremen against their receipt.

The following charges will be made: 1. For **Transfer**, 25 cts. (M.1.) for each piece of baggage, but not more than $1.50 (6M.) for baggage on one receipt. Railway freight, Customs fees cartage, etc., will be charged in addition. 2. For **Storage** (including fire insurance), 25 cts. (M. 1.) for each piece of baggage for six months.

On the railways in Northern Germany only an allowance of 25 kgm. (50 lbs.) for one adult is made, while there is no allowance of free baggage on the lines in Southern Germany, Switzerland and Austria.

Very high rates are charged for excess baggage. It amounts, on an average, to double or treble that charged for Express (Eilgut) and four to six fold that of slow freight.

Baggage sent as Express (Eilgut) within Germany should reach its destination from Bremen in one or two days, according to the distance; baggage sent to Austria and Switzerland usually takes about two to four days from Bremen (inclusive of delay owing to Customs examination).

For all further information apply to the Baggage officer on board or to the Baggage office in Bremen.

Any inquiries or directions for the delivery or despatching of stored articles must be accompanied by the baggage receipt and addressed to the

NORTH GERMAN LLOYD BAGGAGE DEPARTMENT, BREMEN.

BAGGAGE ABOARD SHIP.

Steamer trunks should be about 12 inches deep, and of the usual width and length, to enable them to go under the sofas in the staterooms. All baggage must be marked with name of passenger and steamer. Baggage required during the voyage should be marked "Wanted" and baggage that is not required should be labelled "Not wanted." Baggage tags and labels printed for the purpose, will be supplied upon request at the various agencies of the company or at the Docks. Cabin passengers are allowed twenty cubic feet of baggage free of charge. Bicycles must be crated and will be carried for $2.50 each. Baggage may be sent to the North German Lloyd Piers, two days before sailing. It will be kept in the company s baggage room until the passenger's arrival. Before boarding the steamer a check for each piece of baggage should be claimed from the baggage master on the pier.

Sea trunks can be stored at the port of debarkation, but the names should be **plainly marked**. Trunks so stored are at the risk of the owner; the North German Lloyd Steamship Company assumes no responsibility for them.

NO OVERCROWDING.

The number of passengers on these steamers is limited to the seating capacity of the saloon. All passengers are served at one sitting.

TOURISTS TO SWITZERLAND.

The North German Lloyd S. S. Co. maintains its own **General Agency** for Switzerland, in **Zurich**, 40 Bahnhofstrasse (H. Meiss, General Agent). In connection with this office sub-agencies have been opened in the principal places of Switzerland.

Intending passengers addressing inquiries or orders to Mr. H. Meiss, or to the sub-agencies, will receive immediate attention by letter or telegraph. Berths and cabins offered and reserved by telegraph without extra charge Baggage sent on board direct without examination at the frontier.

At these offices passengers intending to obtain accommodations on steamers of the North German Lloyd Steamship Company can engage their passage and can be furnished with all the information that they desire. The above agents are at the same time forwarding agents, and will despatch passengers' baggage direct to the port of embarkation at passengers risk.

EGYPT AND THE ORIENT.

Connections can be made at Genoa and Naples with the North German Lloyd Imperial Mail Steamers that call at these ports on their way to Egypt India, China, Japan and Australia. The ships in this service are magnificent types of the most modern construction. The chief characteristic, after their size and solidity is their great comfort, which pervades all their interior arrangements and furnishing. The staterooms, dining saloons, and drawing and smoking rooms are usually large and complete.

The Eastern service can be particularly recommended to tourists who desire to spend the winter months in Egypt. The steamers of this Eastern service are specially constructed for the tropics and provided with all the comforts and luxuries of the Transatlantic Express steamers.

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Among the latter none takes a more prominent place than the new Hotel Astor, either in respect to size, location or appointments. Situated at the broadest part of this great square directly opposite the New York and Criterion theatres, occupying the whole block on Broadway, between Forty-fourth and Forty-fifth Streets, and of enormous size, it is at once the most dignified and the roomiest of New York's great new hotels. It is a palatial hotel in every respect, and is on a par with the palace hotels of London and the Continent. Every modern improvement has been included in its equipment; electric light, call bells, local and long distance telephones, private baths, etc., automatic regulation of temperature and ventilation, service maintained at the highest standard of efficiency, and a cuisine that has already made for itself an enviable reputation. The structure is completely fireproof The corridors, halls, reception, drawing and dining rooms are all of large size and luxurious appointments, in fact the entire hotel has been fitted up regardless of expense. There are carriage entrances on each of the three streets on which the hotel faces, and ample room for carriage stands in the great square in front of the building.

BIRNAM WOOD BEATEN.

Birnam's wood did not exactly move to Dunsinane, but a case vastly more realistic and effective is now reported from Altfeld, in Hanover, under circumstances which would have made the fortune of Macbeth's witches. A pine wood, covering a tract of about twenty-five acres, is bodily and visibly, if slowly, sliding down from the uplands toward the valley of the Leine. The movement is atttributed to the infiltration of rain waters, which have reached an impermeable bed and thus stimulate the loosening of the upper strata. A fact almost more curious in the same district is that a plantation of beeches, about 40 years old, has become a sort of central junction for the concentric winds of the surrounding region, under the accumulating dust from which the plantation is being transformed into a hill.—London Globe.

GEOGRAPHY.

As a steamer was leaving the harbor of Athens a well-dressed young passenger approached the captain, and, pointing to the distant hills, inquired: "What is that white stuff on the hills, captain?" "That is snow, madam," replied the captain. "Is it really?" remarked the lady. "I thought so myself, but a gentleman has just told me it was Greece."—Pearson's Weekly.

Spectacles were invented in about 1285. A learned monk named Rivalto mentions in a sermon preached in Florence in 1305 that eye-glasses had been in use for about twenty years.

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NATIONAL NICKNAMES..

So universal is the passion for nicknames that almost every nation is known by some familiar term. Uncle Sam, Brother Jonathan, and John Bull are sobriquets whose application is known to all. In the same category with them may be placed the nicknames for the inhabitants of the three smaller sections of Great Britain.

From the time of Elizabeth, the Spaniard has been known in England as Don Whiskerandos. Cousin Michael is the European term for the Germans and Mynheer Closh, or simply Mynheer, for the Hollanders. The collective name for the inhabitants of Switzerland is Colin Tampon. The Danes are known as Danskers, and the Italians as Lazzaroni.

Uncle Sam as a nickname for the United States dates from the War of 1812. Large quantities of army provisions were stored at Troy, New York, and during the war Elbert Anderson, an army contractor, had occasion to make a visit there. The inspectors at the place were two brothers, Ebenezer and Samuel Wilson, the latter of whom was always familiarly known as Uncle Sam. A number of workingmen were one day overhauling a consignment of casks purchased by Anderson, all of which were marked "E, A.—U. S."

One of the men, being in a facetious mood at the time, when he was asked the meaning of the marks, replied that he did not know, "unless they meant Elbert Anderson and Uncle Sam,' alluding naturally to the inspector. As all the provisions purchased from the Government were marked "U. S.," that is, United States, the name of Uncle Sam stuck.

Samuel Wilson died at Troy in August, 1854, at the age of eighty-four. In the notice of his death published by "The Albany Argus" at the time reference was made to the foregoing circumstance.

The other nickname for the United States, Brother Jonathan, although it is now rapidly falling into disuse, can boast an older and more historic origin. During the Revolution, when Washington had fallen short of ammunition, he called a meeting of his staff to see whether anything could be done. None of his officers, however, was able to make any practical suggestion; so Washington declared, "We must consult Brother Jonathan, then," referring to Jonathan Trumbull, Governor of Connecticut. Brother Jonathan proved equal to the occasion, and so "to consult Brother Jonathan" immediatelly became a stock phrase. Samland, the new name of a transatlantic liner, is the latest attempt at a national nickname.

The term John Bull was first applied as a nickname for the English people by Dr. Arbuthnot in "The History of John Bull," a satire on the Duke of Marlborough published in 1712. John is there represented in the character he has retained to this day, a blunt, kind-hearted, bull-headed farmer.

The more common nickname for the French people, Jean Crapaud, or Johnny Toad, is said to owe its origin to the armorial device of the ancient kings of France, in heraldic language, "three toads erect, saltant." The word was first used to designate Frenchmen in the sixteenth century, when Nostradamus wrote, "The ancient toads shall Sara take." When Louis XIV. captured the town of Aras, the French recalled the prophecy, for Sara is Aras reversed. To himself, however, the Frenchman is known as Jacques Bonhomme, or, as a bourgeois, Monsieur Prudhomme.

As far as can be learned, the earliest instance of the use of the nickname John Chinaman as a designation for Celestials is in "A Letter to the Committee of Management of Drury Lane Theater," published in London in 1819.—Sunday Magazine.

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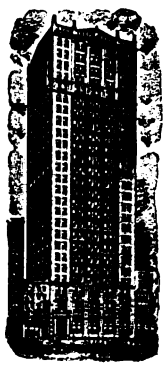
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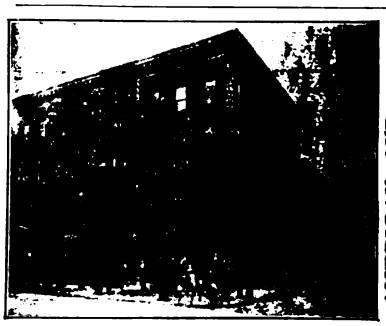
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NORTH GERMAN LLOYD BULLETIN

Vol. XXII. NEW YORK AND BREMEN, NOVEMBER, 1906. No. 5

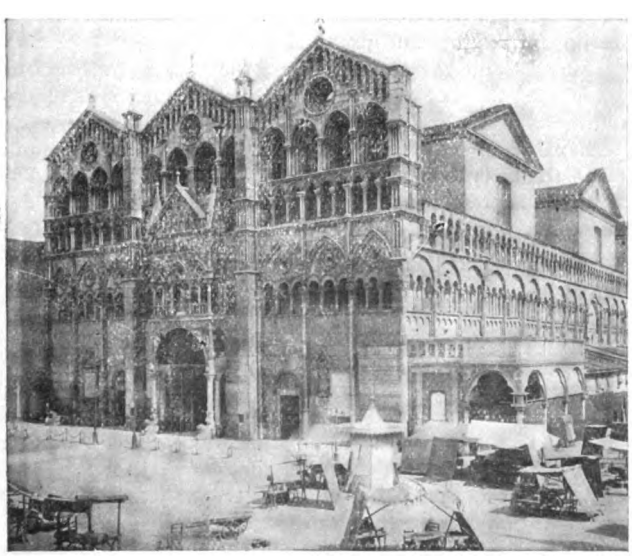
CROSSING THE OCEAN NINETY YEARS AGO.

Interesting and Curious Welsh Record of a Voyage Occupying 45 Days from Carnarvon to New York.

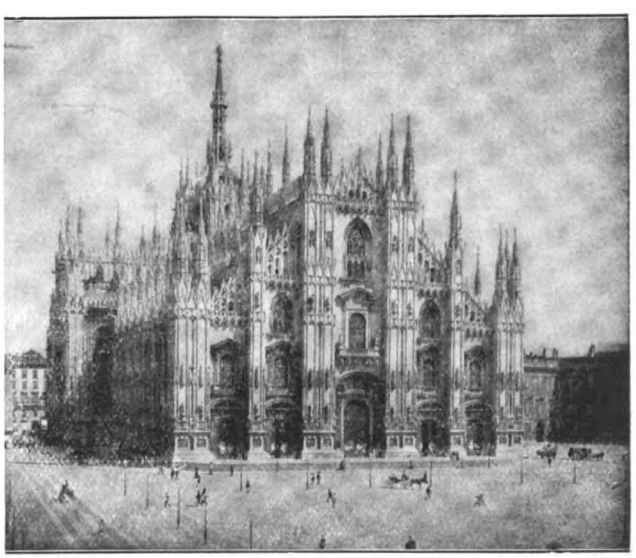
Very few of those who cross the Atlantic in these days amidst the luxurious comforts of a modern ocean liner have any idea of the progress made in the mode of travel as compared with what was the experience of those who ventured out for the land of the West in the earlier part of the last century. We have recently seen an interesting old record printed in Welsh, giving an account of the voyage of the brig "Albion," with passengers and emigrants from Carnarvon to North America in the year 1818, and by way of showing the contrast in the experiences of ocean travelers we give a few extracts therefrom. The record appears to have been written daily by the captain, Llewelyn Davies, of Cardigan, who was in charge of the ship, and which was purchased by a Mr. Griffith Jones, of Talysarn, near Carnarvon, for the purpose of enabling many families and others from his county who desired to seek their fortunes in America.

After some days of preparation and provisioning the vessel was moored in the Menai Straits on the 18th of May, the next day being wholly occupied in getting all the passengers with their luggage on board. On the 20th the king's officers made a minute inspection of all, and had to see that every passenger was provided with sufficient food for three months. On the 21st the pilot came on board, and with very mixed feelings the passengers passed out of sight of the historic town, most of them never to see it again.

The first night at sea was spent at anchor opposite Portdinllaen, and after the pilot and owner had left the passage was resumed in a fair wind. Seven heads of families were chosen to form a committee to draw up the rules to be observed by all passengers during the voyage. The first rule provided for the proper observance of the Sabbath, when all were to attend divine service decently dressed punctually at 10 a. m. The second was to prohibit swearing and the use of bad language, and whoever offended in this should be put on half the daily allowance of water and to wear a badge. Stealing was prohibited by the third rule, and any one found guilty



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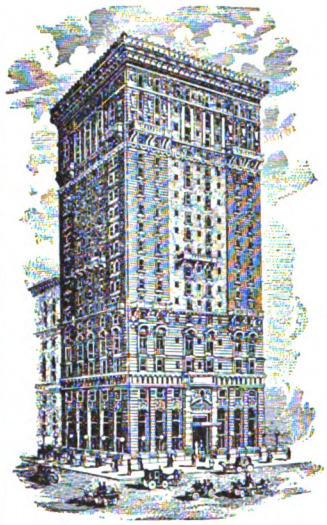
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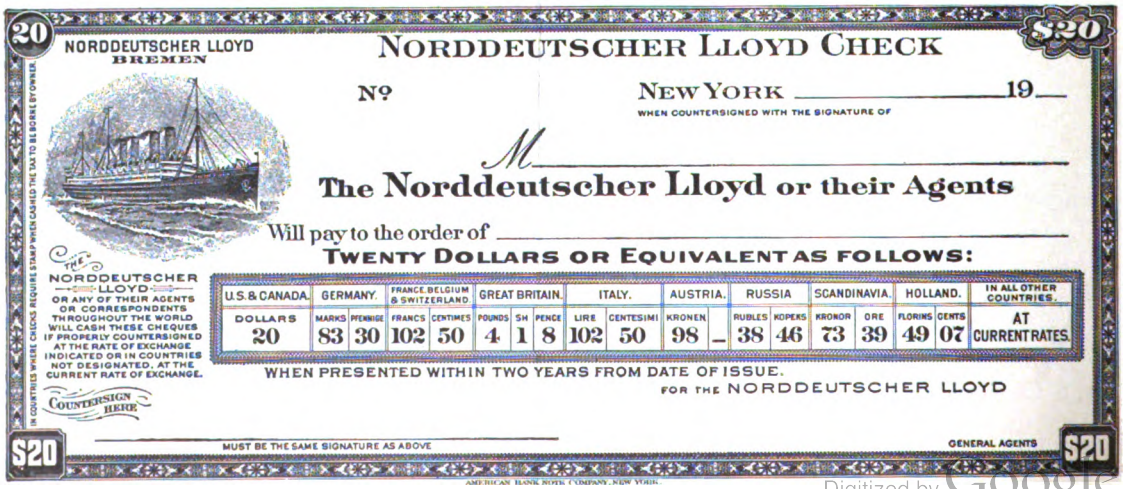
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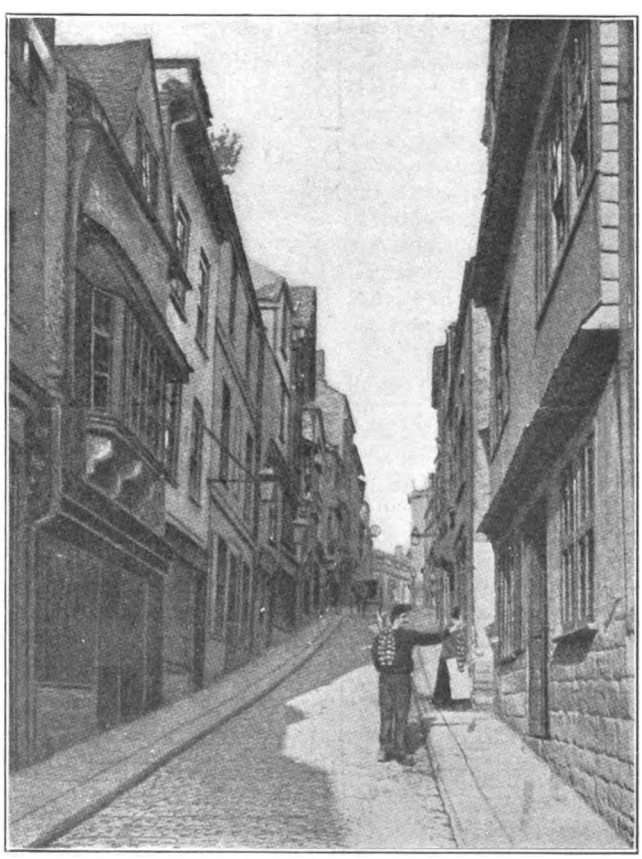
Vol. XXII. NEW YORK AND BREMEN, DECEMBER, 1906. No. 6

THE LANDING OF A PILGRIM.

The City of Plymouth, England, and its Memories of the Pilgrim Fathers.

No American, complexly speaking, finds himself in England for the first time, unless he is one of those many Americans who are not of English extraction. It is probable, rather, that on his arrival, if he has not yet visited the country, he has that sense of having been there before which a simpler psychology than ours used to make much of without making anything of. His English ancestors who really were there stir within him, and his American forefathers, who were nourished on the history and literature of England, and were therefore intellectually English, join forces in creating an English consciousness in him. Together, they make it very difficult for him to continue a newcomer, and it may be that only on the fourth or fifth coming shall the illusion wear away and he find himself a stranger in a strange land. But by that time custom may have done its misleading work, and he may be as much as ever the prey of his first impressions. I am sure that some such result in me will evince itself to the reader in what I shall have to say of my brief stay with the English foster-mother of our American Plymouth; and I hope he will not think it altogether to be regretted.

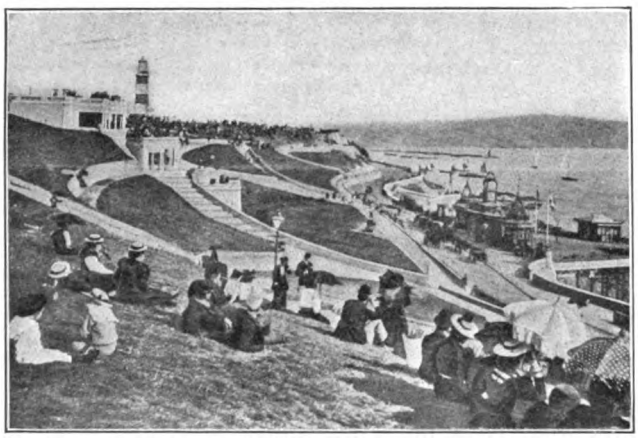
My first impressions of England, after a fourth or fifth visit, began even before I landed in Plymouth, for I decided that there was something very national in the behavior of a young Englishman who, as we neared his native shores, varied from day to day, almost from hour to hour, in his doubt whether a cap or a derby hat was the right wear for a passenger about landing. He seemed also perplexed whether he should or should not speak to some of his fellow passengers in the safety of parting, but having ventured, seemed to like it. On the tender which took us from the steamer to the dock I fancied another type in the Englishman whom I asked which was the best hotel in Plymouth. At first he would not commit himself; then his humanity began to work in him, and he expressed a preference, and abruptly left me. He returned directly to give the reasons for his preference, and to excuse them, and again he left me. A second time he came back, with his conscience fully roused, and conjured me not to think of going elsewhere.



OLD HOUSES IN PLYMOUTH, ENGLAND

I thought that charming, and I afterwards found the hotel excellent, as I found nearly all the hotels in England. The English theory of hotel keeping seems to be housekeeping enlarged; a manageress is therefore more logical than a manager, and practically the excellence of English hotels attests that a manager could not be more efficient. I never saw a manager at an English hotel but once, and that was in Wales. A greater novelty which greeted us was the table d'hote, which has nearly everywhere in England replaced the old time

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THE PROMENADE AT PLYMOUTH, ENGLAND

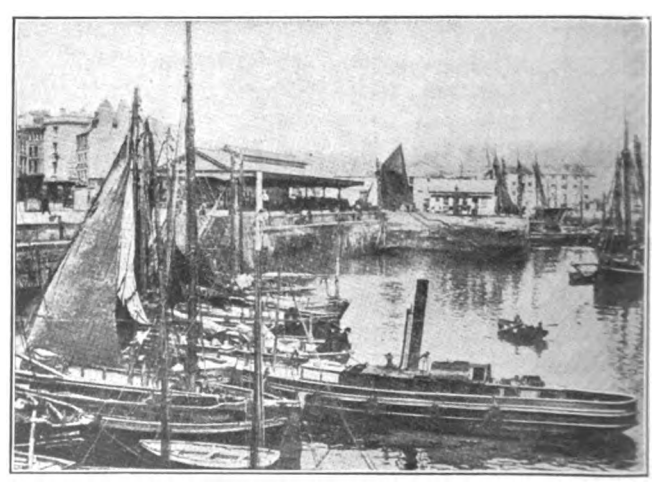
dinner off the joint. You may still have that if you wish, but not quite on the old imperative terms. The joint is now the roast from the table d'hote and you can take it with soup and vegetables and a sweet. But if you have become wonted to the superabundance of a German steamer you will not find all the courses too many for you, and you will find them very good.

After dinner we hurried out for a walk under the English moon which we found diffusing a mildness over the promenade on the Hoe, in which the statue of Sir Francis Drake fairly basked on its pedestal. The old sea-dog had the air of having lifted himself from the game of bowls in which the approach of the Spanish Armada had surprised him, and he must have already arrived at that philosophy which we reached so much later. Another monument, less personally a record of the Armada, balanced that of Drake at the farther end of the Hoe, and on top of this we saw Britannia and her lion.

We were delighted with the beauty of the scene, which we afterwards found as great by day as by night. The promenade, which may have other reasons for calling itself as it does besides being shaped like the blade of a hoe, is a promontory pushed well out into the sound, with many islands and peninsulas clustered before it, or jutting toward it and forming a safe roadstead for shipping of all types. Plymouth is a chief naval station of Great Britain and never without the presence of war-ships in its harbor; and among the peaceful craft at anchor, with their riding-lights showing in the deeps of the sea and air, one could distinguish the huge kraken shapes of modern cruisers, and destroyers, and what not. But, like the embattled figures of the marine and land-going soldiery, flirting on the benches of the promenade, or jauntily strolling up and down under the moon, the ships tended to an effect of subjective peacefulness, as if invented merely for the pleasure of the appreciative stranger.

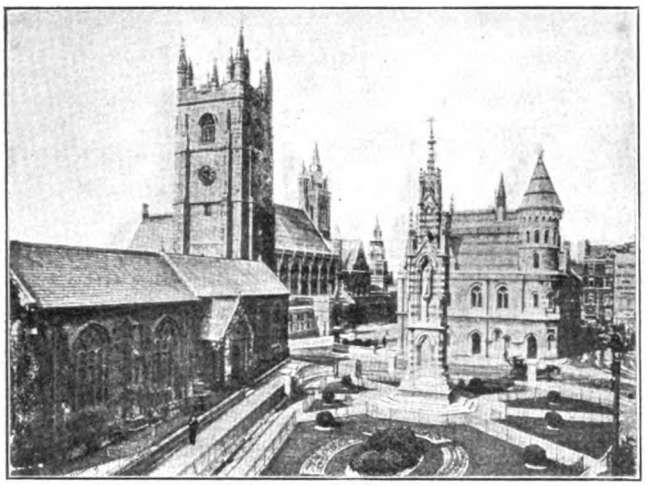
Viewed from the far vantage of some rising ground the three towns of Plymouth, Stonehouse, and Devonport, which have grown together to form one Plymouth, stretch away from the sea in huge long ridges thickly serried with the gables, and bristling with the chimney-pots of their lines of houses. They probably look more densely built than they are through the exaggerating dimness of the air which lends bulk to the features of every distant prospect in England; but for my pleasure I would not have had the houses set any closer than they were on the winding, sloping line of the tram we had taken after luncheon the next day. It was bearing us with a leisurely gait, but quite swiftly enough, toward any point in the country it chose; and after it had carried us through rows and rows of small, low, gray stone cottages, each with its pretty bit of garden at its feet, it bore us on where the strict contiguity ceased in detached villas with their encompassing greenery, their ivy, their laurel, their hedges of holly, all shining with a pleasant lustre, at last into the open country quite beyond the town, with green market-gardens, and brown ploughed fields, patching the sides of the gentle knolls, laced with white winding roads, that lost their heads in the haze of the horizon.

The next day being Monday, it was quite fit that we should go to work with the rest of the world in Plymouth, and we set diligently about the business of looking up such traces of the Pilgrim Fathers as still exist in the town which was so kind to them in their great need of kindness. I will not pretend that the pathetic story recurred to me in full circumstance during our search for the exact place from which the Mayflower last sailed, when after she had come with her sister ship, the Speedwell, from Holland to Southampton, and then started on the voyage to America, she had been forced by the unseaworthiness of the Speedwell to put back as far as Plymouth. The length of time the Pilgrims remained in Plymouth is indeterminable, but historians tell us that the disappointed voyagers "were treated very kindly by the people of the Free Church, forming what is now the Grange Street Chapel, the Mayflower meanwhile lying off the Barbi-



FISHING BOATS AT THE QUAY, PLYMOUTH

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A GROUP OF PUBLIC EDIFICES IN MODERN PLYMOUTH

can." The weather was good while the two ships stayed, but when they sailed again the Speedwell returned to London with some twenty of the homesick or heartsick, while the rest of her people stowed themselves with their belongings in the little Mayflower as best they could, and she again put to sea.

I believe it was the visiting association of American librarians who, a few years ago, caused a flagstone, in the pavement of the quay where the Mayflower lay, to be inscribed with her name and the date 1620 as well as a more explicit tablet to be let into the adjacent parapet.

The barbican of the citadel from which the Mayflower sailed, before there was either citadel or barbican, is of no great remote from the Hoe, which may justly enough boast itself "the first promenade in England," but it is quite in another world; a seventeenth century world of narrow streets crooking up hill and down, and overhung by the little bulging houses which the Pilgrims must have seen as they came and went on their affairs with the ship which was scarce bigger than the fishing-boats now nosing at the quay she then lay.

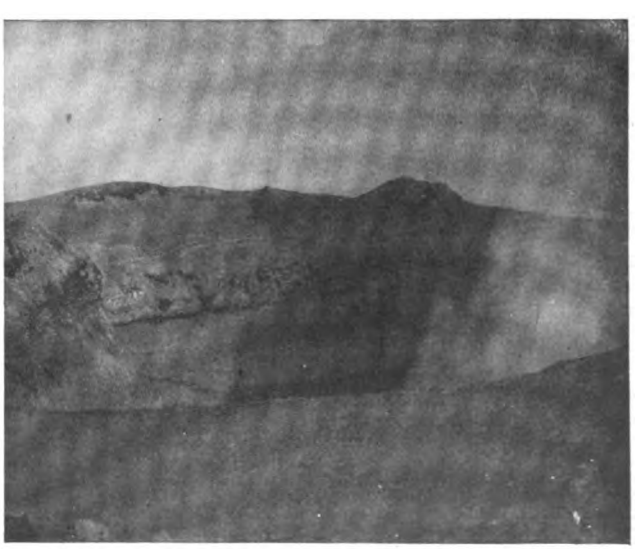
Probably the traveler who wishes for a just impression of the Plymouth of 1620 will get it more reliably somewhat away from the immediate scene of the Mayflower's departure. There are old houses abundantly overhanging their first stories, after the seventeenth-century fashion, in the pleasanter streets which keep aloof from the water. If he is more bent upon a sense of modern Plymouth he will do best to visit her group of public edifices, the Guild Hall, the Law Courts, the Library, and see all that I did not see of the vast shipping which constitutes her one of the greatest English ports, and the government works which magnify her importance among the naval stations of the world.—William Dean Howells in Harper's Monthly.

In the gardens of Raby Castle, Durham, England, is a tree which has a spread of branches from 20 to 24 feet. It was brought from Italy in 1786 and is kept under glass.

THE MEDITERRANEAN TRIP

As told by a North German Lloyd Steamship Co.'s Passenger.

"The voyage was an ideal one with a calm sea, sunny skies and not a storm or accident of any sort to put down on our record of twelve days out. Not even a fog crept up to cast a shade on our path and not a whistle blew from the day we left New York until we sailed into Gibraltar. That famous citadel of the Mediterranean was only a brief stopping place, but not one of our party would have cared to miss seeing it, for it was one of the most interesting places we visited. Nowhere in Europe did we see such a strange medley of nationalities as in Gibraltar. We heard all tongues and saw the costumes of nearly every nation, so it seemed to me, as we climbed the steep streets of the ancient city. One minute we would pass a group of swarthy Moors, then some fair-skinned, golden-haired English children with a white aproned nurse, gorgeously gowned Spaniards, chic-looking French women, dignified Germans, Scotch soldiers in kilt and sporran, browny, brogue-tongued Irish, Americans, like ourselves, doing Europe, and dark-skinned Italians. We are accustomed in our country to the ubiquitous street peddler, but it is doubtful if anywhere in Europe an American woman could find anything that would strike her as so strangely foreign as the goat milk peddler. She is a strangely garbed Spaniard, leading a well-fed goat and its string of bells heralds its approach as the vociferous voice of the banana man tells of his coming in our streets. The goat and its guardian is hailed here and there about the streets by customers; then she leads it up to the curb stone, takes the pail brought her from the house, leisurely seats herself by her charge and milks it. I don't know the capacity of the goat but it never seemed to go dry and although I could not bring myself to taste its milk the custom seemed to me an excellent one in some respects, you were always sure the milk was fresh and unadulterated.



CRATER, MT. VESUVIUS

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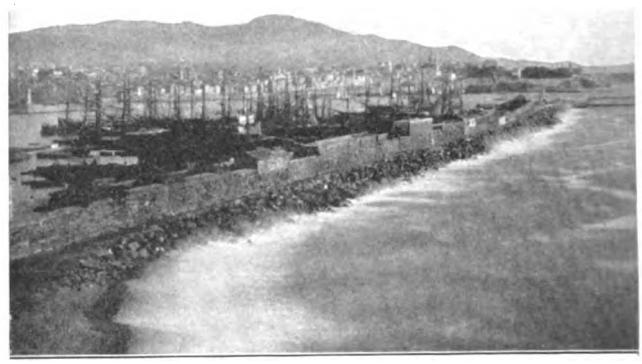
"Our sail from Gibraltar to Naples was delightful, leaving Spain on one side with its snow capped mountains in the distance and Africa on the other. Naples has been told of in song and story. Our hotel stood on a high bluff overlooking the city and the beautiful bay; from that point the view was charming.

"One day we started for Vesuvius whose lurid light had glowed on the horizon every night when we looked upon the lights of the city from our hotel piazza. En route for the famous volcano we took in Pompeii. That ancient city I enjoyed I believe as thoroughly as anything I saw in Europe. It seems so strangely a city of the dead with the hot Italian sun blazing down on its deserted cobble-paved streets. We wandered about through the strange houses with their mosaic paved floors, old fashioned bake ovens, frescoed walls and once beautiful courts. Pompeii is a strictly unfurnished city. Not a vestige of implements or furniture has been left within its walls to be carried away by souvenir-hunting tourists, you could not find even a stray pebble to pick up from the well swept streets.

"Then on to Vesuvius, over a road edged by fine villas and wonderful gardens walled in sacredly from the public gaze. But there the beggars pursued us, swarming like wild, hungry animals about our carriage, and baring to our gaze such abominable sores and horrible amputations that a few coins seemed little to pay for them to take themselves from our sight. Vesuvius meant that day a long weary climb, for a recent river of lava rolling down the mountain side had overflowed the railroad track and we had to walk a mile before we reached the pro tem terminus of the mountain railroad. At last we were on the summit and gazing down into what seemed to me like the bottomless pit. It is a region of perpetual thunder and lightning for there is a continuous rumbling from the troubled center of the earth, and as one looks down you see nothing but a dense smoke that rolls and flows but never lifts, with gleams of fire like weird red snakes. The sulphurous fumes take one's breath away and the boiling lava splutters and churns, sometimes the smoke almost envelopes you, still I would not have missed seeing Vesuvius, although the first feeling when one looks down into its awful depths is horror and almost fear.



SORRENTO, ITALY—NEAR THE BAY OF NAPLES



GENOA, ITALY, AND THE MARITIME ALPS

"Then came Rome and Florence with their wonderful picture galleries and magnificent cathedrals. Every tourist who has ever joined a party to do the continent, would tell you of the 'cathedral fiends' among their number, and we had our share of them, men and women who would have gone breakfastless and dinnerless rather than miss a cathedral. I really enjoyed the cathedrals of Cologne, Antwerp, Brussels and other famous cities, still I would not have exchanged those at Venice for any of them. Some of the people in our party were disappointed in Venice. For me it was more beautiful than anything I had ever dreamed of. To enjoy Venice one has to enjoy the water, the moon and music. I shall never forget the moonlight nights there looking down from our hotel balcony on the still water with gorgeous gondolas gliding hither and thither carrying a Venetian orchestra and a chorus of peasant voices, which gave us music one could have listened to the long night through.

"After Italy came Switzerland, the wonder of the Alps, the beauty of Lake Lucerne, and glimpses at the quaintest of peasant life. We saw some of Germany's finest towns and German life. Then we left for Paris, where we spent five days. A short rail trip and a few hours on the Channel brought us to Brighton, where we saw English society at its gayest. We put up at one of the finest hotels of the swell watering-place. Other points of interest we visited in England were Leamington, Stratford-on-Avon, Birmingham and Liverpool, then on up into Scotland for a sail through the beautiful Trossahes, and a peep at Edinburgh and Glasgow."—Binghamton Chronicle.

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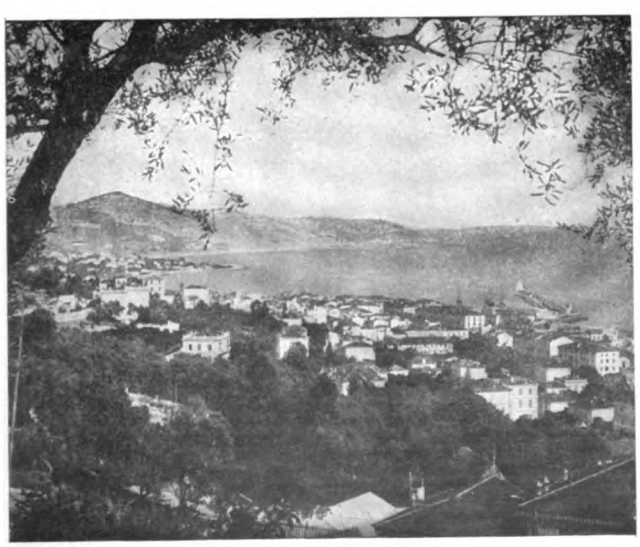
THE OLIVE INDUSTRY.

Description of the visit of an American Tourist to San Remo.

Olive-raising is the principal industry of San Remo, town, and men, women, and children are all engaged during the proper season in picking the fruit from the trees and in manufacturing the oil in its various grades. The finest table oil is obtained from fruit that has not been subjected to artificial pressure, but has been left to stand a certain time in the press. The weight of the olives causes the oil to come out in drops. There are six or seven kinds of oil manufactured in San Remo, the value of each depending upon the kind of fruit, degree of ripeness, and amount of pressure used. Early in October the gathering of the fruit begins, but the harvest proper does not come until January.

The harvesting is done by the women of the town, and involves much hard work. The trees must be carefully pruned every two years, while a composition of horns and hoofs of cattle, and woolen rags steeped in suds, must be put upon the ground at the roots of the trees at the end of every three years. At the beginning of spring the olive is in flower and during the time of blossom the ground must be hoed and the surplus roots taken away. The ripe fruit is pressed between huge stones in the olive mills, worked by mules or oxen. The foliage of the olive tree is of a certain dull, pale shade of green which gives a distinctive, individual color to the landscape. And when in February or early March the almond trees put on their pink robes, their blossoms contrast exquisitely with the faint color of the olives.

As we climb the steep path between the high houses many of the overworked women are seated on the low steps or in the doorways, and smile a greeting to us as we pass. The road is hard and rough, and we begin to feel the effect of the round paving-stones through our stout, thick-soled boots. The hardest scramble of all is just before we reach the broad piazza on which the church is built, and, out of breath and footsore, we are glad to rest on one of the wooden benches overlooking the town. A lovely view of San Remo and the broad sea is a full reward for the long walk. As we rest quietly on this lofty point of observation, a strain of shrill, wild music is heard, and looking down into the broad street of the new San Remo we see a black line moving quickly forward. This is a company of the famous Bersaglieri, or sharpshooters of Italy.



SAN REMO, ITALY



POSITANO, NEAR SORRENTO, ON THE ITALIAN SEACOAST

The garrison of the town is composed entirely of these sharpshooters, and with their odd costumes they form an important feature of the place. Their hats are the most conspicuous feature of their uniform, being of black, with a mass of cocks' feathers drooping over one side. The men are small, but are selected for this reason, as being more agile and better fitted for climbing the rough mountains and penetrating the thick underbrush in forest regions. They never march, but advance in a sort of dog trot, and, when on review on special occasions, run lightly through the streets in perfect line and with great regularity of motion. Their music is peculiarly wild, shrill, and original. The air is carried by the piccolo-flute, and can, by reason of its high pitch, be heard at a great distance. As the black line of soldiers vanishes in the distance, the sun sets in the sea, and the pink after-glow colors the horizon like a dream of an island, the blue mountains of Corsica arise from the water far away, tarry for a brief moment in the clear atmosphere that follows the sunset, and fade away again, as all dreams do, until at last the blue water of the Mediterranean stretches as far as eye can see, and no trace remains of the islands which lie between the Riviera de Ponente and distant Africa.—Exch.

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NORTH GERMAN LLOYD BULLETIN

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By OELRICHS & CO.,

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VOL. XXII. DECEMBER, 1906. No. 6.

NOTICE TO AMATEUR PHOTOGRAPHERS:

Messrs. Oelrichs & Co., General Agents, North German Lloyd, 5 Broadway, New York, will be pleased to receive mounted or unmounted prints of any photographs taken upon the North German Lloyd ships, and will promptly acknowledge receipt of same.

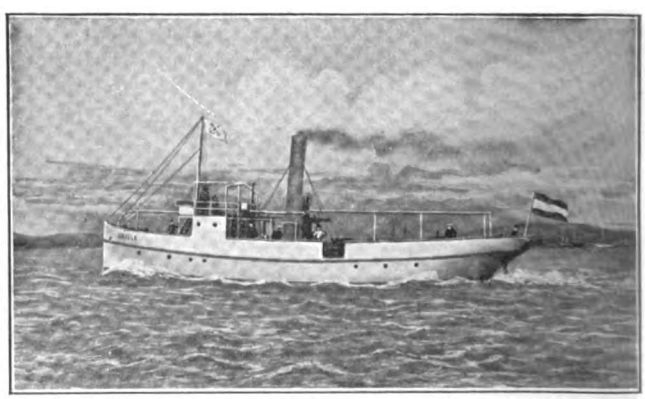
TOURING THROUGH COUNTY KERRY, IRELAND.

From Cork one goes inevitably to Killarney by the "Prince of Wales's route." The first half of it is by rail to Bantry; the second, running through as beautiful scenery as any to be found in the entire kingdom, is by char-a-bancs. Calling a char-a-banc a coach unhappily does not make it one, and no amount of politeness can disguise the hard and knobby fact that the conveyances which ply between Bantry and Glengarriff, Glengarriff and Kenmare, Kenmare and Killarney, are, in spite of the guide books and local grandiloquence, char-a-bancs, and not coaches. But among the wilds of Kerry you could ride on a camel and still enjoy it. Indeed, to those who find the greatest drawback to a char-a-banc in its promiscuity, a camel might almost seem preferable. The right way to do it, indeed the right way to do all Ireland, is by motor car. A more delightful run, if only it is taken at a decent speed and under comfortable conditions, than the forty-odd miles between Glengarriff and Killarney one could not wish for, and, as I say, even a polyglot and polypedic crowd of trippers on a roofed-in char-a-banc cannot destroy its charms. I will even throw in the extra disadvantage of being pulled by Irish horses and still maintain that it is more than worth while. The true Irish horse is the hunter, and there is none better in the world. But the Irish hackney and the Irish coach horse are still far below English standards, and to one like myself, who had just come from Devonshire, where the coach horses do daily prodigies up and down those perpendicular roads, the four that took us from Glengarriff to Kenmare, and the other four that took us from Kenmare to Killarney, seemed poor beasts, overworked, underfed, with hardly an ounce of courage between them. By the time Killarney was reached we had all, I think, had enough of it. Yet there was probably not one of us who would not sooner have done it that way than not have done it at all.—Harper's Weekly.

ORIGINAL HOMES OF POPULAR PLANTS.

There are several classes of immigrants of which no records are kept by the department over which the United States Commissioner of Immigration presides; but they are immigrants that, in their own quiet way, have done much to make the new world more like the old. These are trees and plants; and if the new world has drawn somewhat heavily on the old in this particular, it has paid its debt in kind, as may be seen by the following list:

Madder came from the East.
Celery originated in Germany.
The chestnut came from Italy.
The onion originated in Egypt.
The nettle is a native of Europe.
The citron is a native of Greece.
Oats originated in North Africa.
The poppy originated in the East.
Rye came, originally, from Siberia.
Parsley was first known in Sardinia.
The pear and apple are from Europe.
Spinach was first cultivated in Arabia.
The sunflower was brought from Peru.
The mulberry-tree originated in Persia.
The gourd is probably an Eastern plant.
The walnut and peach came from Persia.
The horse-chestnut is a native of Thibet.
The cucumber came from the East Indies.
The quince came from Crete.
The radish is a native of China and Japan.
Peas are of Egyptian origin.
Horse-radish is from southern Europe.—Scrap Book.



THE SPECIAL TENDER AT GIBRALTAR.

A special tender of the North German Lloyd is in service in landing passengers from their steamers at Gibraltar. The small tender, bears the name of Grille, and is built with special reference to the local requirements at Gibraltar. Her length is 79 feet 8 inches; beam, 18 feet, and depth, 9 feet 10 inches; speed ten knots. A handsomely appointed cabin furnishes ample accommodation for passengers in bad weather. Her construction is very strong. The vessel has been fitted with all conveniences. The extensive deck is provided with benches at the railing, and its whole length covered with an awning. Amidship there are two deck-houses connected by a platform, from which passengers disembark and embark from the trans-Atlantic steamer. As protection against the rain a pleasant saloon is provided under deck, aft.

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PROPOSED SAILINGS (Subject to change.)

North German Lloyd Steamship Company.

NORTHERN SERVICE.

From Bremen	From Southampton	From Cherbourg	Due at New York	STEAMERS.	FROM NEW YORK.	Due at Plymouth	Due at Cherbourg	Due at Bremen
Special Train leaves between 7 and 8 a.m	Special Train leaves London Waterloo Station 9.25 a.m.	Special Train leaves Paris St. Lazare, at 9.20 a.m.				Special Train awaits arrival of Steamers from New York	Special Train awaits arrival of Steamers from New York	Special Train awaits arrival of Steamers from New York
Nov. 20	Nov. 21	Nov. 21	Nov. 27	KAISER WILHELM DER GROSSE	Tues., Dec. 4.....10 a. m.	Dec. 10	Dec. 10	Dec. 11
Nov. 17	.....	.....	Nov. 29	.....Chemnitz.....	Proceeds to Baltimore.	.....	.....	Dec. 18
Nov. 24	.....	.....	Dec. 6	.....Rhein.....	Tues., Dec. 11.....10 a. m.	.....	.....	Dec. 23
Dec. 4	Dec. 5	Dec. 5	Dec. 11	....KRONPRINZ WILHELM....	Sat., Dec. 15..... 2 p. m.	Dec. 21	Dec. 21	Dec. 22
Dec. 1	.....	.....	Dec. 13	.....Yorck.....	Tues., Dec. 18.....10 a. m.	.....	.....	Dec. 30
Dec. 8	.....	.....	Dec. 19	.....Friedrich der Grosse.....	Thur., Dec. 27.....10 a. m.	.....	.....	Jan. 6
Dec. 15	.....	.....	Dec. 27	.....Cassel.....	Thur., Jan. 3.....10 a. m.	.....	.....	Jan. 15
Dec. 14	Dec. 15	Dec. 15	Dec. 21	.... KAISER WILHELM II	Tues., Jan. 8.....10 a. m.	Jan. 14	Jan. 14	Jan. 15
Dec. 22	.....	.....	Jan. 3	.....Main.....	Thur., Jan. 10.....10 a. m.	.....	.....	Jan. 22
Dec. 29	.....	.....	Jan. 10	.....Breslau.....	...Proceeds to Galveston ..	.....	.....	.....
Jan. 8	Jan. 9	Jan. 9	Jan. 15	.....KRONPRINZ WILHELM...	Tues., Jan. 22..... Noon.	Jan. 28	Jan. 28	Jan. 29
Jan. 5	.....	.....	Jan. 17	.....Rhein.....	Thur., Jan. 24.....10 a. m.	.....	.....	Feb. 4
Jan. 12	.....	.....	Jan. 24	.....Yorck.....	Thur., Jan. 31.....10 a. m.	.....	.....	Feb. 11
Jan. 15	Jan. 16	Jan. 16	Jan. 22	KAISER WILHELM DER GROSSE	.Proceeds to Mediterranean Ports.	.....	.....	.....
Jan. 19	.....	.....	Jan. 31	.....Neckar.....	Enters Mediterranean Service	.....	.....	.....
Jan. 29	Jan. 30	Jan. 30	Feb. 5	.....KAISER WILHELM II.....	Tues., Feb. 12..... 6 a. m.	Feb. 18	Feb. 18	Feb. 19
Jan. 26	.....	.....	Feb. 7	.....Cassel.....	Thur., Feb. 14.....10 a. m.	.....	.....	Feb. 26
Feb. 2	.....	.....	Feb. 14	.....Wittekind.....	Thur., Feb. 21.....10 a. m.	.....	.....	Mar. 5
Feb. 12	Feb. 13	Feb. 13	Feb. 19	....KRONPRINZ WILHELM....	Tues., Feb. 26..... 6 a. m.	Mar. 4	Mar. 4	Mar. 5
Feb. 9	.....	.....	Feb. 20	.....Friedrich der Grosse.....	Enters Mediterranean Service	.....	.....	.....
From	Mediterranean		Ports	KAISER WILHELM DER GROSSE	Tues., Mar. 5.....10 a. m.	Mar. 11	Mar. 11	Mar. 12
Feb. 16	.....	.....	Feb. 28	.....Rhein.....	Thur., Mar. 7.....10 a. m.	.....	.....	Mar. 19
Feb. 26	Feb. 27	Feb. 27	Mar. 5	....KAISER WILHELM II.....	Tues., Mar. 12...5:30 a. m.	Mar. 18	Mar. 18	Mar. 19
Feb. 23	.....	.....	Mar. 7	.....Brandenburg.....	Thur., Mar. 14.....10 a. m.	.....	.....	Mar. 26
Mar. 2	.....	.....	Mar. 14	.....Breslau.....	Thur., Mar. 21.....10 a. m.	.....	.....	Apr. 2
Mar. 12	Mar. 13	Mar. 13	Mar. 19	.....KRONPRINZ WILHELM.....	Tues., Mar. 26..... 1. p. m.	Apr. 1	Apr. 1	Apr. 2
Mar. 9	.....	.....	Mar. 19	.....Cassel.....	Thur., Mar. 28.....10 a. m.	.....	.....	Apr. 7
Mar. 19	Mar. 20	Mar. 20	Mar. 26	KAISER WILHELM DER GROSSE	Tues., Apr. 2.....10 a. m.	Apr. 8	Apr. 8	Apr. 9
Mar. 16	.....	.....	Mar. 26	.....Grosser Kurfuerst.....	Thur., Apr. 4.....10 a. m.	Apr. 13	Apr. 13	Apr. 14
Mar. 26	Mar. 27	Mar. 27	Apr. 2	.....KAISER WILHELM II....	Tues., Apr. 9..... 1 p. m.	Apr. 15	Apr. 15	Apr. 16
Mar. 23	.....	.....	Apr. 4	.....Main.....	Thur., Apr. 11.....10 a. m.	.....	.....	Apr. 23

MEDITERRANEAN SERVICE.

DEPARTURES From GENOA	DEPARTURES From NAPLES	DEPARTURES From Gibraltar	DUE at New York	FROM NEW YORK. STEAMSHIPS	FROM NEW YORK. DATE.	DUE at Gibraltar	DUE at NAPLES	DUE at GENOA
Nov. 1	Nov. 2	Nov. 5	Nov. 14	..... Prinzess Irene	Sat., Dec. 1.....11 a. m.	Dec. 10	*Dec. 13	Dec. 14
Nov. 15	Nov. 16	Nov. 19	Nov. 28	.....Koenigin Luise	Sat., Dec. 8.....11 a. m.	Dec. 17	Dec. 20	Dec. 21
Dec. 6	Dec. 7	Dec. 10	Dec. 19	.....Koenig Albert.....	Sat., Jan. 12.....11 a. m.	Jan. 21	Jan. 24	Jan. 25
Jan. 3	Jan. 4	Jan. 7	Jan. 16	..... Prinzess Irene	Sat., Jan. 19.....11 a. m.	Jan. 28	Jan. 31	Feb. 1
.....	.....	.....	.....	...¶Kaiser Wilhelm der Grosse ...	Sat., Jan. 26.....11 a. m.	.....	{ ar. Feb. 5 lvs. Feb. 6	{ ar. Feb. 3 lvs. Feb. 4¶
.....	.....	.....	.....	..... Neckar	Sat., Feb. 2.....11 a. m.	Feb. 12	Feb. 15	.....
Jan. 17	Jan. 18	Jan. 21	Jan. 30	.....Koenigin Luise.....	Sat., Feb. 9.....11 a. m.	Feb. 18	Feb. 21	Feb. 22
Jan. 31	Feb. 1	Feb. 4	Feb. 13	..... Koenig Albert	Sat., Feb. 23.....11 a. m.	Mar. 4	Mar. 7	Mar. 8
.....	.....	.....	.....	..... Friedrich der Grosse	Sat., Mar. 2.....11 a. m.	Mar. 11	Mar. 14	.....
Feb. 21	ar. Feb. 11 ls. Feb. 19	.....	Mar 1	....Kaiser Wilhelm der Grosse.	..Enters Northern Service ..	.....	.....	.....
Feb. 14	Feb. 15	Feb. 18	Feb. 27	.....Prinzess Irene	Sat., Mar. 9.....11 a. m.	Mar. 18	Mar. 21	Mar. 22
.....	Mar. 1	Mar. 4	Mar. 13	.....Neckar.....	Sat., Mar. 16.....11 a. m.	Mar. 26	Mar. 29	.....
Mar. 7	Mar. 8	Mar. 11	Mar. 20	.....Koenigin Luise.....	Sat., Mar. 23.....11 a. m.	Apr. 1	Apr. 4	Apr. 5

* Connecting at NAPLES with North German Lloyd Steamship **Schleswig** or **Hohenzollern** for ALEXANDRIA.
¶ Arrives at Alexandria February 8th. See special sailing list, page 8.
Steamers DO NOT call at ports where date is omitted.

NORTH GERMAN LLOYD PIERS, HOBOKEN, NEW JERSEY.

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Through Tickets to Asia and Australia from New York by the North German Lloyd Mediterranean Service via Naples and the North German Lloyd Imperial Mail Steamers to the East

FIRST CABIN ROUND TRIP OR EXCURSION TICKETS.

On Roundtrip Tickets on the North Atlantic and Mediterranean Service a **reduction of 10 per cent.** of the return fare only is made. Passengers not taking Roundtrip Tickets are not allowed any reduction when taking their homeward tickets. These tickets are limited to one year and may be used on any steamer of the line on which there is accommodation vacant at the rate paid for. Accommodation will be reserved in advance only when roundtrip tickets are purchased before departure from New York.

Passengers holding North German Lloyd Return Tickets (Northern or Mediterranean Service) have the option of returning by Northern or Mediterranean Services or by any of the following lines subject to the rules and condition of the line by which passage is taken and to the payment of difference in fare, if any:—American Line, Atlantic Transport Line, Cie Gle. Transatlantique, Dominion Line, Hamburg-American Line, Holland-American Line, Leyland Line, Red Star Line, White Star Line.

RETURN TICKETS are good only for accommodation at the rate specified therein. If no accommodation at the rate paid is available and superior accommodation be desired the difference will have to be paid by the passenger.

MEDITERRANEAN SERVICE.

SECOND CABIN.

All Mediterranean steamers carry Second Cabin parrengers TO and FROM Mediterranean Ports.
Rates to and from Genoa, Naples or Gibraltar, $55—per adult. Children between 1 and 12 years of age pay half fare, infants under 1 year $5.

SPECIAL CRUISE---KAISER WILHELM DER GROSSE

The North German Lloyd Steamship Company will despatch the Twin-Screw Express Steamship "KAISER WILHELM DER GROSSE" from New York to GENOA, NAPLES and ALEXANDRIA (Egypt), on Saturday, Jan. 26, 1907. The schedule of the **"Kaiser Wilhelm der Grosse"** will be the following:

Arrival at Genoa	February 3	Departure from Alexandria	February 9
Departure from Genoa	" 4	Arrival at Naples	" 11
Arrival at Naples	" 5	Departure from Naples	" 19
Departure from Naples	" 6	Arrives at Genoa	" 20
Arrival at Alexandria	" 8	Departure from Genoa for New York	" 21
Due at New York	March 1		

NEW YORK---EGYPT

BY THE STEAMERS OF THE NORTH GERMAN LLOYD.

The **North German Lloyd** maintain a weekly service between **Marseilles, Naples** and **Alexandria** by the **fine**, new, twin-screw steamship **"Schleswig,"** of 7,000 tons and 4,000 horse-power, and by the well-known **steamship "Hohenzollern,"** formerly employed in the **New York-Genoa** service. Both the steamship **"Schleswig"** and the steamship **"Hohenzollern"** contain excellent cabin accommodations. They sail from **Naples** on the **Friday** and make the trip to **Alexandria** in three days.

The **Mediterranean Express** steamers of the **North German Lloyd** from **New York** also connect at **Naples or Genoa** with the **Imperial Mail** steamers of the **North German Lloyd,** which leave **Genoa** and **Naples three** or **four** times a month for **Port Said, Egypt,** on their way from **Bremen** and **Southampton** to **China** and **Japan** or to **Australia.**

NEW YORK---ATHENS---CONSTANTINOPLE

By a weekly service maintained by the **North German Lloyd** and the **German Levant Line,** jointly, between **Marseilles** or **Genoa, Naples, Piraeus (Athens), Smyrna, Constantinople** and **Odessa** or **Batoum.**

S.S. **Therapia, Stamboul, Pera** and **Galata** of 3,800 tons and 2,600 horse-power, fitted with every convenience and comfort for passengers.

SAILINGS.

	Marseilles	Genoa	Naples		Piraeus		Smyrna		Constantinople		Odessa		Nicolajeff	Batoum
	dep. Sat.	dep. Sun.	arr. Mon.	dep. Mon.	arr. Thur.	dep. Thur.	arr. Fri.	dep. Fri.	arr. Sun.	dep. Mon.	arr. Wed.	dep. Thur.	arr. Fri.	arr. Wed
Therapia	Dec. 1	.....	Dec. 3	Dec. 3	Dec. 6	Dec. 6	Dec. 7	Dec. 7	Dec. 9	Dec. 10	.....	.....	.....	Dec. 12
Stambul	.....	Dec. 9	Dec. 10	Dec. 10	Dec. 13	Dec. 13	Dec. 14	Dec. 14	Dec. 16	Dec. 17	Dec. 19	Dec. 20	Dec. 21	.....
Pera	Dec. 15	.....	Dec. 17	Dec. 17	Dec. 20	Dec. 20	Dec. 21	Dec. 21	Dec. 23	Dec. 24	.....	.....	.....	Dec. 26
Galata	.....	Dec. 23	Dec. 24	Dec. 24	Dec. 27	Dec. 27	Dec. 28	Dec. 28	Dec. 30	Dec. 31	Jan. 2	Jan. 3	Jan. 4	.....
Skutari	Dec. 29	.....	Dec. 31	Dec. 31	Jan. 3	Jan. 3	Jan. 4	Jan. 4	Jan. 6	Jan. 7	.....	.....	.....	Jan. 9
Therapia	.....	Jan. 6	Jan. 7	Jan. 7	Jan. 10	Jan. 10	Jan. 11	Jan. 11	Jan. 13	Jan. 14	Jan. 16	Jan. 17	Jan. 18	.....
Stambul	Jan. 12	.....	Jan. 14	Jan. 14	Jan. 17	Jan. 17	Jan. 18	Jan. 18	Jan. 20	Jan. 21	.....	.....	.....	Jan. 23
Pera	.....	Jan. 20	Jan. 21	Jan. 21	Jan. 24	Jan. 24	Jan. 25	Jan. 25	Jan. 27	Jan. 28	Jan. 30	Jan. 31	Feb. 1	.....
Galata	Jan. 26	.....	Jan. 28	Jan. 28	Jan. 31	Jan. 31	Feb. 1	Feb. 1	Feb. 3	Feb. 4	.....	.....	.....	Feb. 6
Skutari	.....	Feb. 3	Feb. 4	Feb. 4	Feb. 7	Feb. 7	Feb. 8	Feb. 8	Feb. 10	Feb. 11	Feb. 13	Feb. 14	Feb. 15	.....

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North German Lloyd Steamship Company.

CHINA LINE. Outward Bound. 1906—1907.

LEAVES	S. S. Seydlitz Voy. 359	S. S. Prinz Heinrich Voy. 360	S. S. Gneisenau Voy. 361	S. S. Preussen Voy. 362	S. S. Prinzess Alice Voy. 363	S. S. Prinz Ludwig Voy. 364	S. S. Zieten Voy. 365	S. S. Prinz Regent Luitpold Voy. 366	S. S. Prinz Eitel Friedrich Voy. 367	S. S. Seydlitz Voy. 368	S. S. Prinz Heinrich Voy. 369	S. S. Scharnhorst Voy. 370	S. S. Roon Voy. 371	S. S. Gneisenau Voy. 372	S. S. Prinz Ludwig Voy. 373
Bremen.....(Wed.)	.....	Nov. 21	.....	Dec. 19	.....	Jan. 16	.....	Feb. 13	.....	Mar. 13	.....	Apr. 10	.....	May 8	.....
Hamburg.....(Thur.)	Nov. 8	.....	Dec. 6	.....	Jan. 3	.....	Jan. 31	.....	Feb. 28	.....	Mar. 28	.....	Apr. 25	.....	May 23
Rotterdam...(arr. Thur.)	.....	.....	.....	Dec. 20	.....	Jan. 17	.....	Feb. 14	.....	Mar. 14	.....	Apr. 11	.....	May 12	.....
Antwerp.....(Mon.)	Nov. 12	Nov. 26	Dec. 10	Dec. 24	Jan. 7	Jan. 21	Feb. 4	Feb. 18	Mar. 4	Mar. 18	Apr. 1	Apr. 15	Apr. 29	May 13	May 27
Southampton.....(Tues.)	Nov. 13	Nov. 27	Dec. 11	Dec. 25	Jan. 8	Jan. 22	Feb. 5	Feb. 19	Mar. 5	Mar. 29	Apr. 2	Apr. 16	Apr. 30	May 14	May 28
Gibraltar.....(Sat.)	Nov. 17	Dec. 1	Dec. 15	Dec 29	Jan. 12	Jan. 26	Feb. 9	Feb. 23	Mar. 9	Mar. 23	Apr. 6	Apr. 20	May 4	May 18	June 1
Genoa...(Wed., 11 a. m.)	Nov. 21	Dec. 5	Dec. 19	Jan. 2	Jan. 16	Jan. 30	Feb. 13	Feb. 27	Mar. 13	Mar. 27	Apr. 10	Apr. 24	May 8	May 22	June 5
Naples(ar. Thur., 9 a. m.)	Nov. 22	Dec. 6	Dec. 20	Jan. 3	Jan. 17	Jan. 31	Feb. 14	Feb. 28	Mar. 14	Mar. 28	Apr. 11	Apr. 25	May 9	May 23	June 6
Naples(lve. Thur., 12 Mdt)	Nov. 22	Dec. 6	Dec. 20	Jan. 3	Jan. 17	Jan. 31	Feb. 14	Feb. 28	Mar. 14	Mar. 28	Apr. 11	Apr 25	May 9	May 25	June 6
Port Said.....(arr. Mon.)	Nov. 26	Dec. 10	Dec. 24	Jan. 7	Jan. 21	Feb. 4	Feb. 18	Mar. 4	Mar. 18	Apr. 1	Apr. 15	Apr. 29	May 13	May 27	June 10
Suez.....(arr. Tues.)	Nov. 27	Dec. 11	Dec. 25	Jan. 8	Jan. 22	Feb. 5	Feb. 19	Mar. 5	Mar. 19	Apr. 2	Apr. 16	Apr. 30	May 14	May 28	June 11
Aden.....(arr. Sat.)	Dec. 1	Dec. 15	Dec. 29	Jan. 12	Jan. 26	Feb. 9	Feb. 23	Mar. 9	Mar. 23	Apr. 6	Apr. 20	May 4	May 17	May 31	June 15
Colombo.....(arr.)	Dec. 9	Dec. 23	Jan. 6	Jan. 20	Feb. 3	Feb. 17	Mar. 3	Mar. 16	Mar. 30	Apr. 13	Apr. 28	May 11	May 25	June 8	June 23
Penang.....(arr.)	Dec. 14	Jan. 28	Jan. 11	Jan. 25	Feb. 8	Feb. 22	Mar. 8	Mar. 21	Apr. 4	Apr. 18	May 3	May 16	May 30	June 15	June 28
Singapore.....(arr.)	Dec. 15	Dec. 29	Jan. 12	Jan. 26	Feb. 9	Feb. 23	Mar. 9	Mar. 22	Apr. 5	Apr. 19	May 4	May 17	May 31	June 14	June 29
Hong Kong.....(arr.)	Dec. 21	Jan. 4	Jan. 18	Feb. 1	Feb. 15	Mar. 1	Mar. 15	Mar. 28	Apr. 11	Apr. 25	May 10	May 23	June 6	June 20	July 5
Shanghai {.....(arr.)	Dec. 25	Jan. 8	Jan. 22	Feb. 5	Feb. 19	Mar. 5	Mar. 19	Apr. 1	Apr. 15	Apr. 29	May 14	May 27	June 10	June 24	July 9
{.....(lve.)	Dec. 27	Jan. 10	Jan. 24	Feb. 7	Feb. 21	Mar. 7	Mar. 21	Apr. 3	Apr. 17	May 1	May 16	May 29	June 12	June 26	July 11
Nagasaki.....(arr.)	Dec. 28	Jan. 11	Jan. 25	Feb. 8	Feb. 22	Mar. 8	Mar. 22	Apr. 4	Apr. 18	May 2	May 17	May 30	June 13	June 27	July 12
Kobe (Hiogo).....(arr.)	Dec. 30	Jan. 13	Jan. 27	Feb. 10	Feb. 24	Mar. 10	Mar. 24	Apr. 5	Apr. 19	May 3	May 18	May 31	June 15	June 28	July 14
Yokohama.....(arr.)	Jan. 1	Jan. 15	Jan. 29	Feb. 12	Feb. 26	Mar. 12	Mar. 26	Apr. 7	Apr. 21	May 5	May 20	June 2	June 17	July 1	July 16

*Connections made at NAPLES with steamer arriving from New York. Train leaves ALEXANDRIA 3.35. p. m, arriving at CAIRO 7.25 p. m.
Connections made at PENANG for BELAWAN (Deli) and ASAHAN (Sumatra) by steamers of the North German Lloyd; for RANGOON by steamers of the British India S.N. Co.
Connection made at SINGAPORE for SUMATRA (Belowan), ASAHAN, BANGKOK, HONG KONG via Bangkok, NORTH BORNEO (Labuan, Jesselton, Kudat, Sandakan, Lahad-Datu), CELEBES, MOLUKKEN (Macassar, Menado, Sangir Islands, Ternate, Gorontalo), SULU, ZAMBOANGA, ILOILO, CEBU, MANILA (for freight only) by steamers of the North German Lloyd; for BATAVIA SAMARANG SOERABAYA by steamer of the Kononklijke Paketvaart Maatschappij.
Connections at HONG KONG for NEW GUINEA, QUEENSLAND and SYDNEY by the Imperial Mail Steamers "Prinz Waldemar," "Prinz Sigismund" and "Willehad," also connection for Manila.
Connection made at SHANGHAI for the YANGSTE RIVER PORTS (Chingkiang, Nanking, Wuhu, Kiukiang, Hankow) also for TSINGTAU CHEFOO and TIENTSIN.

CHINA LINE. Homeward Bound. 1906—1907.

LEAVES	S. S. Roon Voy. 355	S. S. Bulow Voy. 356	S. S. Prinz Reg. Luitpold Voy. 357	S. S. Prinz Eitel Friedrich Voy. 358	S. S. Seydlitz Voy. 359	S. S. Prinz Heinrich Voy. 360	S. S. Gneisenau Voy. 361	S.S. Preussen Voy. 362	S. S. Prinzess Alice Voy. 363	S. S. Prinz Ludwig Voy. 364	S. S. Zieten Voy. 365	S. S. Prinz Regent Luitpold Voy. 366	S. S. Prinz Eitel Friedrich Voy. 367	S. S. Seydlitz Voy. 368
Yokohama.....(Sat.)	Nov. 10	Nov. 24	Dec. 8	Dec. 22	Jan. 5	Jan. 19	Feb. 2	Feb. 16	Mar. 2	Mar. 16	Mar. 30	Apr. 13	Apr. 27	May 11
Kobe (Hiogo).....(Mon.)	Nov. 12	Nov. 26	Dec. 10	Dec. 24	Jan. 7	Jan. 21	Feb. 4	Feb. 18	Mar. 4	Mar. 18	Apr. 1	Apr. 15	Apr. 29	May 13
Nagasaki.....(Wed.)	Nov. 14	Nov. 28	Dec. 12	Dec. 26	Jan. 9	Jan. 23	Feb.. 6	Feb. 20	Mar. 6	Mar. 20	Apr. 3	Apr. 17	May 1	May 15
Shanghai {.. (arr. Thur.)	Nov. 15	Nov. 29	Dec. 13	Dec. 27	Jan. 10	Jan. 24	Feb. 7	Feb. 21	Mar. 7	Mar. 21	Apr. 4	Apr. 18	May 2	May 16
{....(lve. Sat.)	Nov. 17	Dec. 1	Dec. 15	Dec. 29	Jan. 12	Jan. 26	Feb. 9	Feb. 23	Mar. 9	Mar. 23	Apr. 6	Apr. 20	May 4	May 18
Hong Kong.....	Nov. 21	Dec. 5	Dec. 19	Jan. 2	Jan. 16	Jan. 30	Feb. 13	Feb. 27	Mar. 13	Mar. 27	Apr. 10	Apr. 24	May 8	May 23
Singapore.....	Nov. 26	Dec. 10	Dec. 24	Jan. 7	Jan. 21	Feb. 4	Feb. 18	Mar. 4	Mar. 18	Apr. 1	Apr. 15	Apr. 29	May 13	May 28
Penang.....	Nov. 28	Dec. 12	Dec. 26	Jan. 9	Jan. 23	Feb. 6	Feb. 20	Mar. 6	Mar. 20	Apr. 3	Apr. 17	May 1	May 15	May 30
Colombo.....	Dec. 2	Dec. 16	Dec. 30	Jan. 13	Jan. 27	Feb. 10	Feb. 24	Mar. 10	Mar. 24	Apr. 7	Apr. 21	May 6	May 20	June 4
Aden.....	Dec. 9	Dec. 23	Jan. 6	Jan. 20	Feb. 3	Feb. 17	Mar. 3	Mar. 17	Mar. 31	Apr. 14	Apr. 28	May 13	May 27	June 11
Suez.....	Dec. 13	Dec. 27	Jan. 10	Jan. 24	Feb. 7	Feb. 21	Mar. 7	Mar. 21	Apr. 4	Apr. 18	May 2	May 17	May 31	June 15
Port Said.....(arr.)	Dec. 15	Dec. 29	Jan. 12	Jan. 26	Feb. 9	Feb. 23	Mar. 9	Mar. 23	Apr. 6	Apr. 20	May 4	May 18	June 1	June 16
Naples.....(arr.)	Dec. 18	Jan. 1	Jan. 15	Jan. 29	Feb. 12	Feb.. 26	Mar. 12	Mar. 26	Apr. 9	Apr. 23	May 7	May 21	June 4	June 19
Naples.....(lve.)	Dec. 19	Jan. 2	Jan. 16	Jan. 30	Feb. 13	Feb. 27	Mar. 13	Mar. 27	Apr. 10	Apr. 24	May 8	May 22	June 5	June 20
Genoa.....(arr.)	Dec. 20	Jan. 3	Jan. 17	Jan. 31	Feb. 14	Feb. 28	Mar. 14	Mar. 28	Apr. 11	Apr. 25	May 9	May 23	June 6	June 21
Gibraltar.....(arr.)	Dec. 24	Jan. 7	Jan. 21	Feb. 4	Feb. 18	Mar. 4	Mar. 18	Apr. 1	Apr. 15	Apr. 29	May 13	May 27	June 10	June 25
Southampton.....(arr.)	Dec. 28	Jan. 11	Jan. 25	Feb. 8	Feb. 22	Mar. 8	Mar. 22	Apr. 5	Apr. 19	May 3	May 17	May 31	June 14	June 29
Antwerp.....(arr.)	Dec. 29	Jan. 12	Jan. 26	Feb. 9	Feb. 23	Mar. 9	Mar. 23	Apr. 6	Apr. 20	May 4	May 18	June 1	June 15	July 1
Amsterdam.....	Dec. 30	.....	.....	Feb. 12	.....	.....	.....	.....	.....	May 5	.....	.....	.....	.....
Hamburg.....(arr.)	.....	Jan. 18	Jan. 29	.....	.....	Mar. 12	.....	Apr. 9	.....	May 8	.....	June 4	.....	July 4
Bremen.....(arr.)	Jan. 1	.....	.....	.....	Feb. 26	.....	Mar. 26	.....	Apr. 23	.....	May 21	.....	June 18	.....

TIME TABLE

Proposed Sailings of Twin-Screw Steamship "Schleswig" and "Hohenzollern," between Marseilles, Naples, Alexandria and Return

STEAMERS	MARSEILLES	NAPLES		ALEXANDRIA		NAPLES		MARSEILLES
	Leave Wednesdays, 3 p. m.	Arrive Thursdays	Leave Fri., 11 a. m.	Arrive Mondays	Leave Wed., 5 p. m.	Arrive Saturdays	Leave Sun., 4 p. m	Arrive Tuesdays
Schleswig.....	December..... 5	Dec. 6	Dec. 7	Dec. 10	Dec. 12	Dec. 15	Dec. 16	December 18
Hohenzollern.....	December..... 12	Dec. 13	Dec. *14	Dec. 17	.....	.....	.....	.....
Hohenzollern.....	.....	.....	.....	.....	Dec. 26	Dec. 29	Dec. 30	January 1
Schleswig.....	December..... 26	Dec. 27	Dec. 28	Dec. 31	Jan. 2	Jan. 5	Jan. 6	January 8
Hohenzollern.....	January 2	Jan. 3	Jan *4	Jan. 7	Jan. 9	Jan. 12	Jan. 13	January 15
Schleswig.....	January..... 9	Jan. 10	Jan. *11	Jan. 14	Jan. 16	Jan. 19	Jan. 20	January 22

*Connections made at NAPLES with steamer arriving from New York. Train leaves ALEXANDRIA 3.35 p. m. arriving at CAIRO 7.25 p. m.

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North German Lloyd Steamship Company.

AUSTRALIAN LINE. Outward Bound, 1906—1907.

LEAVES	S. S. Scharnhorst Voy. 280	S. S. Bremen Voy. 281	S. S. Bulow Voy. 282	S. S. Yorck Voy. 283	S. S. Hohenlohe Voy. 284	S. S. Goben Voy. 285	S. S. Bulow Voy. 286	S. S. Yorck Voy. 287	S. S. Hohenlohe Voy. 288
Bremen.....(Wed.)	Nov. 28	Dec. 26	Jan. 23	Feb. 20	Mar. 20	Apr. 17	May 15	June 12	July 10
Antwerp.....	Dec. 2	Dec. 30	Jan. 27	Feb. 24	Mar. 23	Apr. 20	May 18	June 15	July 13
Southampton.....	Dec. 3	Dec. 31	Jan. 28	Feb. 25	Mar. 24	Apr. 21	May 19	June 16	July 14
Genoa.....	Dec. 11	Jan. 8	Feb. 5	Mar. 5	Mar. 31	Apr. 28	May 26	June 23	July 21
Naples .....(arr. a.m.)	Dec. 12	Jan. 9	Feb 6	Mar. 6	Apr. 1	Apr. 29	May 27	June 24	July 22
Naples ...(lv. 10 p.m.)	Dec. 12	Jan. 9	Feb. 6	Mar. 6	Apr. 1	Apr. 29	May 27	June 24	July 22
Port Said	Dec. 16	Jan. 13	Feb. 10	Mar. 10	Apr. 5	May 3	May 31	June 28	July 26
Suez.....	Dec. 17	Jan. 14	Feb. 11	Mar. 11	Apr. 6	May 4	June 1	June 29	July 27
Aden.....	Dec. 22	Jan. 19	Feb. 16	Mar. 16	Apr. 11	May 9	June 6	July 4	Aug. 1
Colombo.....	Dec. 29	Jan. 26	Feb. 23	Mar. 23	Apr. 18	May 16	June 13	July 11	Aug. 8
Fremantle.....	Jan. 10	Feb. 7	Mar. 7	Apr. 4	Apr. 30	May 28	June 25	July 23	Aug. 20
Adelaide.....	Jan. 15	Feb. 12	Mar. 12	Apr 9	May 5	June 2	June 30	July 28	Aug. 25
Melbourne	Jan. 18	Feb. 15	Mar. 15	Apr. 12	May 8	June 5	July 3	July 31	Aug. 28
Sydney.....	Jan. 21	Feb. 18	Mar. 18	Apr. 15	May 11	June 8	July 6	Aug. 3	Aug. 31

The Imperial Mail Steamers "Prinz Waldemar," "Prinz Sigismund," "Willehad" and "Sandakan" ply between SYDNEY and QUEENSLAND, NEW GUINEA, HONG KONG and JAPAN.

AUSTRALIAN LINE. Homeward Bound, 1906—1907.

LEAVES	S. S. Zieten Voy. 277	S. S. Grosser Kurfurst Voy. 278	S. S. Barbarossa. Voy. 279	S. S. Scharnhorst Voy. 280	S. S. Bremen Voy. 281	S. S. Bulow Voy. 282
Sydney.....	Nov. 10	Dec. 8	Jan. 5	Feb. 2	Mar. 2	Apr. 1
Melbourne.....	Nov. 12	Dec. 10	Jan. 7	Feb. 4	Mar. 4	Apr. 3
Adelaide.....	Nov. 17	Dec. 15	Jan. 12	Feb. 9	Mar. 9	Apr. 8
Fremantle.....	Nov. 22	Dec. 20	Jan. 17	Feb. 14	Mar. 14	Apr. 13
Colombo.....	Dec. 3	Dec. 31	Jan. 28	Feb. 25	Apr. 25	Apr. 24
Aden.....	Dec. 10	Jan. 7	Feb. 4	Mar. 4	Apr. 1	May 1
Suez.....(arr.)	Dec. 15	Jan. 12	Feb. 9	Mar. 9	Apr. 6	May 6
Port Said .....(arr.)	Dec. 15	Jan. 12	Feb. 9	Mar. 9	Apr. 6	May 6
Naples .....(arr.)	Dec. 19	Jan. 16	Feb. 13	Mar. 13	Apr. 10	May 10
Naples.....(lve.)	Dec. 20	Jan. 17	Feb. 14	Mar. 14	Apr. 11	May 11
Genoa.....(arr.)	Dec. 21	Jan. 18	Feb. 15	Mar. 15	Apr. 12	May 12
Southampton.....(arr.)	Dec. 29	Jan. 26	Feb. 23	Mar. 23	Apr. 20	May 20
Antwerp.....(arr.)	Dec. 30	Jan. 27	Feb. 24	Mar. 24	Apr. 21	May 21
Bremen.....(arr.)	Jan. 2	Jan. 30	Feb. 27	Mar. 27	Apr 24	May 24

AUSTRALIA-JAPAN LINE. (Via New Guinea and Hongkong.)

OUTWARD BOUND.									HOMEWARD BOUND.						
Sydney leave	Simpsonhafen leave	Friedr. Wilhelmshafen leave	Manila leave	Hongkong leave	Yokohama arrive	Kobe arrive	Tour.	Steamer	Tour.	Kobe leave	Moji leave	Hongkong leave	Manila leave	Friedr. Wilhelmshafen leave	Simpsonhafen leave	Sydney arrive
Oct. 27	Nov. 6	Nov. 9	Nov. 17	Nov. 21	Nov. 27	Nov. 30	26	.....Prinz Sigismund.....	26	Dec. 3	Dec. 5	Dec. 11	Dec. 13	Dec. 22	Dec. 25	Jan. 2
Nov. 24	Dec. 4	Dec 7	Dec. 15	Dec. 19	Dec. 25	Dec. 28	27	.....Sandakan.....	27	Dec. 31	Jan. 2	ar. Hong. Jan. 7	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....		.....Prinz Waldemar.....	27	.....	.....	lv. Hong. Jan. 8	Jan. 10	Jan. 19	Jan. 22	Jan. 30

Every three months a steamer will ply between Friedrich-Wilhelmshafen and Stephansort, Finschhafen (Langemackbucht) Potsdamhafen and Tamara Seleo). Eventually Melbourne, Newcastle, N. S. W., Brisbane, Keppel Bay (Rockhampton), Townsville Cairns, Moresby, Samanai, Woodlark, Manila and Moji may be called at.

The sailing dates will be observed as much as possible; however in intermediate ports arrivals and departures may take place earlier or later than stated above, according to circumstances.

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North German Lloyd Steamship Company.

RIVER PLATE LINE.

Bremen-Montevideo & Buenos Ayres, via Antwerp, Coruna, Villagarcia, or Vigo.

STEAMERS	FROM BREMEN	FROM ANTWERP	FROM CORUNA or VILLAGARCIA or VIGO
(1) Borkum	Dec. 1	Dec. 5	Dec. 8
(1) Stuttgart	Dec. 15	.....	Dec. 19
(3) Wittenberg	.....	Dec. 19	.....

(1) Carry a limited number of Second Cabin Passengers, Steerage Passengers and freight.
(2) Carry freight only—no passengers.
(3) S. S. Wittenberg carries Steerage and freight only.

BRAZIL LINE.

Bremen—Pernambuco, Bahia, Rio de Janeiro and Santos, via Antwerp and **Leixoes**
Oporto, and Lisbon event, Madeira (Punchal.)

STEAMERS	FROM Bremen	FROM Antwerp	FROM Leixoes, Oporto	FROM Lisbon.
¶ Wuerzburg	Dec. 8	Dec. 12	Dec. 17	Dec. 18
‡ Aachen ‡	Dec. 22	Dec. 26	Dec. 31	Jan.'7 1

¶Via Bahia, Rio de Janeiro and Santos.
‡Via Pernambuco, Rio de Janeiro and Santos.
‡Probably also Sao Francisco do Sul. Route: Rio de Janeiro, Sao Francisco, Santos.

Steamers carry Steerage passengers and a limited number of Second Cabin passengers, also freight.

Connections for freight made with steamers at **Paranagua, Sao Francisco, Desterro and Rio Grande do Sul.**

CUBA LINE.

Bremen, Antwerp, Coruna event, Vigo or Villagarcia to Havana, Cienfuegos and Manzanillo.

STEAMERS	FROM Bremen	FROM Antwerp	FROM Coruna
* Mainz	Nov. 14	Nov. 18	Nov. 22
And a steamer on 14th of each month thereafter.			

* Steamers carry Steerage passengers and a limited number of Second Cabin passengers, also freight.

GALVESTON LINE.

Bremen—Galveston, via New York or Baltimore.

STEAMERS	FROM Bremen	STEAMERS	FROM Bremen
* Koeln	Dec. 6	* Frankfurt	Jan. 17
† Breslau	Dec. 29	* Hannover	Feb. 14

* Via Baltimore. † Via New York.

These steamers carry Steerage passengers, cargo and a limited number of Second Cabin passengers.

THROUGH TICKETS

ISSUED BY

NORTH GERMAN LLOYD STEAMERS.

CHINA AND JAPAN.—From Bremen and Hamburg, Antwerp, Rotterdam, Southampton, Gibraltar, Genoa, Naples, Port Said. Suez, Aden, Colombo, Penang, Singapore, Hong Kong, Shanghai, Nagasaki, Hiogo (Kobe) and Yokohama.

Connections made at Penang for Belawan (Deli) and Asahan (Sumatra) by steamers of the North German Lloyd; for Rangoon by steamers of the British India S. N. Co.

Connections made at Singapore for Sumatra (Belawan), Asahan, Bangkok, Hong Kong via Bangkok, North Borneo (Labuan, Jesselton, Kudat, Sandakan, Lahad-Datu), Celebes, Molukken (Macassar, Menado, Sangir Islands, Ternate, Gorontalo), Sulu, Zamboanga, by steamer of the North German Lloyd; for Batavia, Samarang, Soerabaya by the steamers of she Koninklijke Paketvaart Maatschappij.

Connections at Hong Kong for New Guinea, Queensland and Sydney by the Imperial Mail steamers "Prinz Waldemar," "Prinz Sigismund" and "Willehad," also connection for Manila, Cebu and Iloilo.

Connection made at Shanghai for the Yangtse River Ports (Chingkiang, Nanking, Wuhu, Kiukiang, Hankow), also for Tsingtau, Chefoo and Tientsin.

AUSTRALIAN LINE.—Between Bremen, Antwerp, Southampton, Genoa, Naples, Port Said, Suez, Aden Colombo, Fremantle, Adelaide, Melbourne and Sydney.

Connection made at Sydney for New Guinea Hong Kong, Manila, Yokohama and Kobe.

FROM BREMEN AND ANTWERP.—Coruna, Villagarcia or Vigo to Montevideo and Buenos Ayres.

FROM BREMEN. Antwerp, Leixoes, Oporto, Lissabon, eventually Madeira to Pernambuco, Bahia, Rio de Janeiro and Santos.

FROM (MARSEILLES), Genoa, Naples, Piraeus, Smyrna, Constantinople Odessa, Nicolajeff, Batum.

DIRECT CONNECTIONS FROM GENOA AND NAPLES to Egypt and the East by the North German Lloyd Imperial Mail Steamers.

PASSENGERS ARE ALLOWED TO STOP OVER at all intermediate ports and to continue voyage without extra charge on any later steamer on which there may be room available, and in such accommodation as may be vacant.

ROUMANIAN SERVICE.

CONSTANTZA—CONSTANTINOPLE—SMYRNA—ALEXANDRIA

	Leave Constantza Thursday 11.30 p. m.	Leave Constantinople Friday 3 p. m.	Leave Smyrna Saturday 6 p. m.	Arrive Alexandria Monday 4 a. m.	Leave Alexandria Friday 6 p. m.	Leave Smyrna Sunday 8 p. m.	Leave Constantinople Monday 10 a. m.	Leave Constantza Tuesday p. m.
Romania	Nov. 22	Nov. 23	Nov. 24	Nov. 26	Nov. 30	Dec. 2	Dec. 3	Dec. 4
Imperatul Trajan	Nov. 29	Nov. 30	Dec. 1	Dec. 3	Dec. 7	Dec. 9	Dec. 10	Dec. 11
Romania	Dec. 6	Dec. 7	Dec. 8	Dec. 10	Dec. 14	Dec. 16	Dec. 17	Dec. 18
Imperatul Trajan	Dec. 13	Dec. 14	Dec. 15	Dec. 17	Dec. 21	Dec. 23	Dec. 24	Dec. 25

SMYRNA LINE.

CONSTANTZA—CONSTANTINOPLE—MITILENE

	Leave Constantza Sunday 11.30 p. m.	Arrive Constantinople Monday 11.30 p. m.	Leave Constantinople Tuesday 11.30 a. m.	Arrive Mitilene Wednesday 1.30 a. m. lv. 3. 30 a.m.	Arrive Smyrna Wednesday 7.30 a. m.	Leave Smyrna Thursday 6 p. m.	Arrive Mitilene Thursday 12 p. m.	Arrive Constantinople Saturday 10 a. m.	Arrive Constanza Saturday 10 p. m.
Principesa Maria	Nov. 18	Nov. 19	Nov. 20	Nov. 21	Nov. 21	Nov. 22	Nov. 22	Nov. 24	Nov. 24
Principesa Maria	Nov. 25	Nov. 26	Nov. 27	Nov. 28	Nov. 28	Nov. 29	Nov. 29	Dec. 1	Dec. 1
Principesa Maria	Dec. 2	Dec. 3	Dec. 4	Dec. 5	Dec. 5	Dec. 6	Dec. 6	Dec. 8	Dec. 8
Principesa Maria	Dec. 9	Dec. 10	Dec. 11	Dec. 12	Dec. 12	Dec. 213	Dec. 13	Dec. 15	Dec. 15

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AGENTS OF THE NORTH GERMAN LLOYD S. S. CO.

Place:	Name and letter address:	Telegrahpic address:
BREMEN	NORTH GERMAN LLOYD, Papenstrasse	LLOYD, BREMEN
LONDON	KELLER, WALLIS & CO., 26-27 Cockspur St., Charing Cross, S.W.	NORDLLOYD, LONDON
LONDON	KELLER, WALLIS & CO., 2 King William Street, City, E. C.	RELLEK, LONDON.
	CABIN BOOKING OFFICES	
Berlin	J. V. MESSMER-SALDERN, Hotel Bristol, Unter den Linden, 5-6	Nordlloyd, Berlin.
Vienna	CAPT. A. FERNICKEL, Grand Hotel, 9 Kartnerring	Nordlloyd, Vienna.
Paris	NORTH GERMAN LLOYD, 2 Rue Scribe.	Nordlloyd, Paris
Aarau	Hans Gerber, Hotel Gerber-Terminus	
Aix-La-Chapelle (Aachen)	Cabin Booking office, Kurinspector E. Leuchter	Kurinspector, Aachen.
Alexandria	C. H. Schoeller, Cleopatra Lane.	Nordlloyd, Alexandria.
Algiers	Thomas Cook & Son.	Cook, Algiers.
Amsterdam	Norddeutscher Lloyd Kalverstraat 64	Nordlloyd, Amsterdam.
Antwerp	Von Bary & Co., Place de Meir 23.	Nordlloyd, Antwerpen.
Aschaffenburg	H. Georg Kohler.	Nordlloyd, Aschaffenburg
Augsburg	Theodor Muhlschlegel.	
Baden-Baden	F. C. Joerger.	Bankhaus, Joerger.
Bad Ems	L. J. Kirchberger.	
Bad Kissingen	Friedrich Feustel.	Feustel, Kissengen.
Bad Kissingen	A. Lowenthal, Jr.	Bankgeschaft Lowenthal, (Kissingen.
Barcelona	Guillermo Schipper, 6 Paseo de Colon.	
Barmen	Rudolf Dahl, 12 Altermarkt.	Nordlloyd, Barmen.
Basel	Conrad Schneebeli, 54 Elizabethen St.	Schneebeli, Basel.
Batum	Schulz & Zimmerman.	Mineral, Batum.
Bergen	J. C. R. Bruenech & Son.	
Berlin	F. Montanus, Invalidenstr., 93 N. W.	Supercargo, Berlin.
Berne	Kehrli & Oeler.	
Beyrout	Weber & Co.	Weber Co., Beyrout.
Bonn a. Rh	Heinr. Brinck, Markt 29.	Brinck, Markt, Bonn.
Braunschweig	Carl Camehn. Bohlweg 16.	Carl Camehn, Braunschweig.
Breslau	Capt. Alex. von Kloch.	Nordlloyd, Breslau.
Brunn	Hermann Neisser, Bahnring 22.	
Brussels	Passage Bureau des Norddeutschen Lloyd, 21-23 Boulevard Anspach.	Nordlloyd, Brussell.
Bucarest	L. De Rin & Co.	Nordlloyd, Bucarest.
Cairo	Otto Sterning, Opera Square.	Nordlloyd, Cairo.
Carlsbad	Rudolf Mayer Reisebureau.	Nordlloyd, Carlsbad.
Cassel (Hessen)	Aug. Pechmann, Kolnischestr., 16	Pechmann, Cassel.
Chemnitz	A. Hauptmann, Theaterstr., 27	Nordlloyd, Chemnits.
Christiania	Arntzen & Co., Carl Johans Gade.	
Christianssand	Oluf A. S. Bellessen.	
Cherbourg	Emilie LePont, Fils & Co., 46 Quai de	Nordlloyd, Cherbourg.
Coblenz	Guido Erxleben. (Alexandre III.	
Cologne	W. Lippmann, Domkloster 1.	Nordlloyd, Kolnrhein.
Constance	Macaire & Cie, Bankers, Insel Hotel.	Marcaire, Konstanz.
Constantinople	M. Mewes.	Mewes, Constantinople.
Copenhagen	Norddeutscher Lloyd, N. Ostergade, 1	Nordlloyd Copenhagen.
Crefeld	Andre Weis, Elisabethstr., 59-61.	Nordlloyd, Crefeld.
Darmstadt	Anton Fischer, Frankfurterstr., 12-14.	Anton Fischer, Darmstad
Davos-Platz	S. F. Gartschi, Bank fur Davos.	
Dortmund	Otto zur Hellen, Konigshof 7.	OttoZurhellen, Dortmund
Dresden	Fr. Bremermann, Pragerstrasse 49 (vis a vis Hauptbahnhof.	Nordlloyd Dresden.
Drontheim	Albrecht W. Selmer.	
Duisburg	Karl Schroers, 92-98 Ruhrorterstr.	Nordlloyd, Duisberg
Dusseldorf	Norddeutscher Lloyd Passage Bureau, (Emil Meyer) Wilhelmsplatz 9.	Nordlloyd, Dusseldorf.
Erfurt	Paul Schneider, Gartenstrasse, 62d.	Lloydagentur, Erfurt.
Frankfort a.m.	Chr. Emil Derschow, Kaiserstr., 14.	Nordlloyd, Frankfurt-Main.
Freiburg Bd'n	Ed. Hebting.	
Florence	French, Lemon & Co., 2-4 Via Tornabuorni.	Concord, Florence.
Florence	Norddeutscher Lloyd, Passage Bureau 17 Via Tornabuorni.	Nordlloyd, Florence.
Geneva	A. Bocquin, 22 Rue Montblanc.	Nordlloyd, Geneva.
GENOA	LEUPOLD BROS. 10 Plaza, San Sire	Nordlloyd, Genoa.
Gera Reuss	Bauer & Anders, Sorge, 14.	
GIBRALTAR	JOHN ONETTI & SONS, Engineer Lane.	Nordlloyd, Gibraltar.
Gotha	Hermann Lohberger, 31 Schwabhauserstrasse.	Creditreform, Gotha.
Gothenburg	Plach & Wimnell, Sodra Hamngatan 51	Nordlloyd, Gothenburg.
Hamburg	Wilhelm Lazarus, 4 Rolandsbrucke.	Nordlloyd, Hamburg.
Hamburg	Rob. M. Sloman, Jr., 3 Baumwall.	Slomanjur. Hamburg.
Hanover	Wilhelm Berkhan, Georgstrasse, 39.	Nordlloyd Hannover.
Havana (Cuba)	Schwab & Tillmann	Nordlloyd, Havana.
Havre	Michell & Kimball, 26 Rue des Viviers.	Nordlloyd, Havre.
Homburg H'o	Wilh, Nagel, Jr.	Reisebureau, Homburghoehe

Place:	Name and letter address:	Telegraphic address:
Innsbruck	Landesverbandes fur Fremdenverkehr	Landesverband, Innsbruck.
Interlaken	Volksbank, J. Rieder.	
Jena	Wilh. Sieber, Holzmarkt 1.	
Karlsruhe B'd	Fr. Kern, Erbprinzenstrasse 6.	Nordlloyd, Karlsruhe.
Kiel	John Spiering.	Nordlloyd, Kiel
Kreuznach	C. F. Eccardt, Kloster-Kellerei.	Eccardt, Kreuznach
Lausanne	Dubois Freres.	Duboirnou, Lausanne.
Leipsic	E. Wellbrock, Georgiring 1, Augustusplatz.	Nordlloyd, Leipsig.
Lille (France)	Agence Lubin, 37 Rue Faidherbe.	
Lucerne	Frey & Suchsland,	
Ludwigshafen a. Rhein	Hotel Schweizerhof quai. Peter Rixius.	Nordlloyd, Lucerne. Peter Rixius, Ludwigshafen Rhein.
Ludwigshafen a. Rhein	Wilh. Johann.	Johann, Ludwigshafen (Rhein
Lugano	Banque de la Suisse Italienne.	
Madrid	Carlos de Cardona, 11 Calle Arrieta.	
Mainz	L. Lyssenhop & Co., Kaiserstrasse 7.	Nordlloyd, Mains.
Malta	A. Duncan & Co.	Duncan, Malta.
Mannheim	Ph. Jac. Eglinger, O 7, No. 22.	Eglinger sen., Mannheim.
Madgeburg	W. Vockeroh, 9 Wilhelmstr.	Vockeroh, Wilhelmstr., Mgd.
Marburg a. L'n	Carl Schneider, Bahnhofstr, 2.	Lloyd, Marburg.
Marseilles	William Carr, 4 Rue Beauvau.	Nordlloyd, Marseilles
Meran, Tyrol	S. Potzelberger, Pfarrplats.	Potzelberger, Meran.
Messina	Peirce Brothers.	Pierce Brothers, Messina.
Milan	Gio-Corr. Meiss, 6 via Filodrammatice	Nordlloyd, Milan.
Monte Carlo	Comptoir National d'Escompte Im- (meuble Smiths Bank.	Comptonia Voyages, (Monte carlo.
Montreux	F. Rolli.	
Munich	H. G. Kohler, Promenadenplatz 19, (Hotel Bayerischer Hof.	Nordlloyd, Munchen
Munich	Danler & Co., Bayerstr. 27.	Danler, Munchen.
Muenster, I.W	H. Coenen, Konigstrasse, 8.	Coenen, Munster.
NAPLES	ASELMEYER & CO., Corso Re Umberto Rettifilo No. 6.	Nordlloyd, Naples.
Nauheim	H. Heinrich, Schuckhardt's Pvt. Hotel	Heinrich, Bad Nauheim
Nice	Norddeutscher Lloyd, 14 Avenue Felix Faure.	Nordlloyd, Nice.
Nordhausen	Carl Eine, Jr.	Eine, Jr., Nordhausen
Nurnberg	Albert Bernhold.	AlbertBernhold, Nurnberg
Odessa	Mac Nabb, Rougier & Co.	Macnabb, Odessa.
Offenburg	August Hund.	A. Hund, Offenburg, Baden
Oldenb'g, i. Gr.	Edw. Meiners.	
Osnabruck	Wm. Nordhaus, 32a Bierstrasse.	
Ostend	Agence Maritime.	Nordlloyd, Ostend.
Palermo	Angelo Tagliavia & Figli.	Angelo, Palermo.
Paris	Armstrong & Co., 19 Rue Scribe.	Germanicus, Paris.
Piraeus	Roth & Co.	Roth, Piraeus.
Plymouth	Orlando Davis & Co., 53 Southside S.	Orlando, Plymouth.
Port Said	H. Bronn.	Nordlloyd, Portsaid.
Prag	Norddeutscher Lloyd, 8 Hybernergasse	Nordlloyd, Prag.
Rome	Norddeutscher Lloyd Pas'ge Bureau. J. E. Anniser, 395-396 Corso Umberto 1	Nordlloyd, Rome.
Rome	French, Lemon & Co., 49 Piazza d. Spagnio.	Lemon, Rome.
Rotterdam	W. H. Muller & Co.	Nordlloyd, Rotterdam.
Smyrna	W. F. Van der Zee.	Vanderzee, Smyrna.
Southampton	Keller, Wallis & Co., Canute Road.	Keller, Southampton
St. Gall	Alfred Gahwiller, 41 St. Leonhardstr.	
St. Moritz	G. E. Rocco.	
Stavanger	Fred. Wattne.	
Stockholm	Nordisk Reisebureau.	Reisebureau, Stockholm.
Strassburg (Els)	Ch. Staehling, L. Valentin & Co.	Staechling Valentin, Strassburgels
Strassburg (Els)	Verkehrs Bureau, 13 Kussstrasse.	Verkehrsbureau, Strassburg.
Stuttgart	Passage Bureau Rominger, 35 Konig.	Nordlloyd, Stuttgart
Suez	Th. Meyer. (str.	Nordlloyd, Suez.
Thun	H. Lanz, Banhof.	Lanz, Thun.
Trieste	Kuchler & Co., Via Galileo 3.	Kuchler, Trieste.
Venice	Fischer & Rechsteiner.	Fischer, Rechsteiner Venice.
Vevey	Edmond de la Harpe.	Nordlloyd, Vevey
Weimar	A. Saal, (C. G Kaestner's Nachf.)	Saal, Bankgeschaft, Weimar.
Wiesbaden	J. Chr. Gluecklick, Wilhelmstrasse 50.	Glucklich, Wiesbaden
Winterthur	Otto Muggli.	Mugglio, Winterthur.
Worms	Christ Berg.	Christ. Berg, Worms.
Wurzburg	V. A. Fischer, Domstrasse 60.	Hoflieferant Fischer, (Wurzburg.
Zermatt (Switz)	J. Marti.	
Zurich	H. Meiss, 40 Bahnhofstr.	Nordlloyd, Zurich.
NEW YORK	OELRICHS & CO., 5 Broadway.	Nordloyd, New York
CHICAGO	H. CLAUSSENIUS & CO., 95 Dearborn Street.	Clausenius, Chicago.
Galveston	Alfred Holt.	Nordlloyd, Galveston.
San Francisco	Robert Capelle. 756 Van Ness Ave.	Capelle, San Francisco.

Passengers can also be booked through the various agencies of Messrs THOS. COOK & SON, London; Messrs. SCHENKER & Co. (Reisebureau), VIENNA and their various branches.

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NORTH GERMAN LLOYD S. S. CO.

INFORMATION FOR PASSENGERS.

STATEROOMS.

It is always advisable to apply early for accommodations, especially during the traveling season.

It is customary to pay a deposit of 25 per cent. of the passage money. This payment secures the berth up to three weeks prior to the sailing, at which time the full amount of passage must be paid.

The staterooms for the first-cabin passengers are spacious, airy and comfortable, painted in white enamel, with fittings in walnut. The lower berths in the majority of the outside staterooms are so arranged that they can be extended to form a double berth and accommodate two persons. The upper berth can be pushed back out of the way similar to an upper berth in a Pullman car. The sofas are wide, and large enough to be used as beds, if required; a whole family frequently find one of these rooms ample for their needs, but, to specially provide for large families or parties, a number of staterooms are arranged en suite.

All staterooms are furnished with toilet conveniences, and electric bells are in communication with the steward's department, thus insuring prompt service.

Diagrams, showing the interior arrangements of the various steamers are constantly kept on hand, and will be sent on application.

RETURN ACCOMMODATION

from Southampton, London, Cherbourg, Paris, Bremen, Genoa, Naples or Gibraltar can be engaged through OELRICHS & Co., New York, either by letter or cable, the latter at passenger's expense. An allotment of rooms on steamers during the autumn return sailings, is held at the New York office.

When return accommodations are engaged in New York for passengers from the other side, the total amount of passage money must be paid before the passenger's departure from New York.

If a passenger is prevented from using the steamer engaged for, a suitable transfer can be arranged with the North German Lloyd, Bremen, on several weeks' notice.

IMPORTANT INFORMATION FOR PASSENGERS RELATING TO BAGGAGE ABROAD.

The Customs Examination of all baggage belonging to passengers for **BREMEN** usually takes place in the passengers' Waiting Hall of the North German Lloyd at Bremerhaven directly after disembarking.

After the Customs examination, passengers are conveyed by special train to Bremen where their baggage is delivered to them about one hour afterward, in the North German Lloyd's Baggage Hall (situated directly in the vicinity of the Central Railway Station), on presentation of baggage checks received at New York or on board.

If, however, the steamer should enter the Weser River in the evening, so that the Customs examination of the whole of the baggage in Bremerhaven and the forwarding of the passengers and their baggage cannot be effected with certainty on the same day, then the passengers and their HAND-baggage will be at once landed at Bremerhaven and after the latter has been examined, conveyed to Bremen.

After departure from Southampton or Plymouth passengers will be informed where the Customs examination will be held, and should the latter take place in Bremen, will be requested to take with them only THE MOST NECESSARY ARTICLES for the night's stay, to expedite their despatch from Bremerhaven to Bremen.

The remaining baggage will follow to Bremen during the night, where the Customs examination will take place on the following day in Shed No. 8 at the Station near the Breitenweg and near the Central Station and the principal Hotels.

The Customs Office is open from April 1st to September 30th from 7 A. M. to noon; from 2 P. M. to 7 P. M.; from October 1st to March 31st, from 8 A. M. to noon; from 2 P. M. to 7. P. M.

This arrangement affords passengers the advantage of being able to leave the steamer under any circumstances as soon as the voyage is at an end, and to catch the most convenient trains, which leave Bremen on the following morning at about ten o'clock for any destination.

A reliable Express Company (**Kamena & Co.'s Baggage Express**) undertakes the despatch of baggage in Bremen from the Lloyd Baggage Hall or Customs examination depot, near the Breitenweg, to the Central Railway Station, or to hotels and private dwellings in the town, at a charge of M.0.50 for each piece of baggage.

Passengers desirous of continuing their journey from Bremen as speedily as possible can catch the night trains from Bremen. In this case they must hand over their non-examined baggage to the Baggage officer on board or to our Baggage officer in Bremerhaven or Bremen, to be sent on afterward in bond (see Transfer of Baggage).

On landing at **CHERBOURG** passengers' **HAND** baggage is at once examined by the Customs officials on the landing stage. The Customs examination of the rest of the baggage of those passengers traveling to Paris takes place on arrival of the "Lloyd Express" at the St. Lazare Station in Paris.

The Customs examination of all passengers' baggage landed at **PLYMOUTH** takes place directly after disembarkment.

TRANSFER AND STORAGE OF BAGGAGE.

1. Baggage can be sent in bond to any place in the interior having a customhouse. Passengers desiring to have their baggage forwarded in bond to its destination must apply to the Baggage officer on board or to our Baggage offices in Bremerhaven or Bremen.

2. Passengers wanting to have their baggage forwarded by freight to the interior after Customs examination in Bremerhaven or Bremen has taken place, are also advised to apply to the Baggage officer on board or to our Baggage offices in Bremerhaven or Bremen.

3. Baggage, steamer chairs, etc., can be delivered for **Storage** to the Baggage officer on board or to our Baggage offices in Bremerhaven or Bremen against their receipt.

The following charges will be made: 1. For **Transfer**, 25 cts. (M.1.) for each piece of baggage, but not more than **$1.50** (6M.) for baggage on one receipt. Railway freight, Custom fees, cartage, etc., will be charged in addition. 2. For **Storage** (including fire insurance), 25 cts. (M. 1.) for each piece of baggage for six months.

On the railways in Northern Germany only an allowance of 25 kgm. (50 lbs.) for one adult is made, while there is no allowance of free baggage on the lines in Southern Germany, Switzerland and Austria.

Very high rates are charged for excess baggage. It amounts, on an average, to double or treble that charged for Express (Eilgut) and four to six fold that of slow freight.

Baggage sent as Express (Eilgut) within Germany should reach its destination from Bremen in one or two days, according to the distance; baggage sent to Austria and Switzerland usually takes about two to four days from Bremen (inclusive of delay owing to Customs examination).

For all further information apply to the Baggage officer on board or to the Baggage office in Bremen.

Any inquiries or directions for the delivery or despatching of stored articles must be accompanied by the baggage receipt and addressed to the

NORTH GERMAN LLOYD BAGGAGE DEPARTMENT, BREMEN.

BAGGAGE ABOARD SHIP.

Steamer trunks should be about 12 inches deep, and of the usual width and length, to enable them to go under the sofas in the staterooms. All baggage must be marked with name of passenger and steamer. Baggage required during the voyage should be marked "Wanted" and baggage that is not required should be labelled "Not wanted." Baggage tags and labels printed for the purpose, will be supplied upon request at the various agencies of the company or at the Docks. Cabin passengers are allowed twenty cubic feet of baggage free of charge. Bicycles must be crated and will be carried for **$2.50** each. Baggage may be sent to the North German Lloyd Piers, two days before sailing. It will be kept in the company's baggage room until the passenger's arrival. Before boarding the steamer a check for each piece of baggage should be claimed from the baggage master on the pier.

Sea trunks can be stored at the port of debarkation, but the names should be **plainly marked.** Trunks so stored are at the risk of the owner; the North German Lloyd Steamship Company assumes no responsibility for them.

NO OVERCROWDING.

The number of passengers on these steamers is limited to the seating capacity of the saloon. All passengers are served at one sitting.

TOURISTS TO SWITZERLAND.

The North German Lloyd S. S. Co. maintains its own General Agency for Switzerland, in **Zurich**, 40 Bahnhofstrasse (H. Meiss, General Agent). In connection with this office sub-agencies have been opened in the principal places of Switzerland.

Intending passengers addressing inquiries or orders to Mr. H. Meiss, or to the sub-agencies, will receive immediate attention by letter or telegraph. Berths and cabins offered and reserved by telegraph without extra charge. Baggage sent on board direct without examination at the frontier.

At these offices passengers intending to obtain accommodations on steamers of the North German Lloyd Steamship Company can engage their passage and can be furnished with all the information that they desire. The above agents are at the same time forwarding agents, and will despatch passengers' baggage direct to the port of embarkation at passengers' risk.

EGYPT AND THE ORIENT.

In addition to the Alexandria Service by steamers of the North German Lloyd plying weekly between Marseilles, Naples and Alexandria, connections can be made at Genoa and Naples with the North German Lloyd Imperial Mail Steamers that call at these ports on their way to Egypt, India, China, Japan and Australia. The ships in this service are magnificent types of the most modern construction. The chief characteristic, after their size and solidity, is their great comfort, which pervades all their interior arrangements and furnishing. The staterooms, dining saloons, and drawing and smoking rooms are unusually large and complete.

The Eastern service can be particularly recommended to tourists who desire to spend the winter months in Egypt. The steamers of this Eastern service are specially constructed for the tropics and provided with all the comforts and luxuries of the Transatlantic Express steamers.

They leave Genoa three times a month and make the run to Port Said in about four days and a half. From Port Said, Ismailia can be reached by Rail in two hours, and from Ismailia the railroad conveys the traveler to Cairo comfortably and quickly.

NAPLES—SORRENTO—CAPRI—SORRENTO—NAPLES.

The Societa Napoletana maintain a daily service in connection with the North German Lloyd Line at Naples to Sorrento, Capri, The Blue Grotto, Capri, Sorrento and return to Naples. The steamers of the Societa Napoletana leave Naples at 9 A. M., arriving at Sorrento at 10.20 A. M., arriving at Capri at 11-10 A. M., arriving at the Blue Grotto at 11.20 A. M., leaving the Blue Grotto at 12 M., arriving at Capri at 12.10 P. M. These steamers return from Capri for Naples at 4 P. M., arriving at Sorrento at 4.55 P. M., and arriving at Naples (Santa Lucia), at 6 P. M.

The steamers of this company are fitted with every convenience for Cabin Passengers and are provided with an excellent dining service, ladies' saloon and a smoking room

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NORTH GERMAN LLOYD S. S. CO.

was founded in the year of 1857 and has carried since that time more than

THREE MILLION PASSENGERS

The lines operated by the company are
BREMEN, SOUTHAMPTON, CHERBOURG, NEW YORK
NEW YORK, PLYMOUTH, CHERBOURG BREMEN

From BREMEN
Express Steamer leaves on Tuesday.
Twin-Screw Passenger Steamer Saturdays.

From SOUTHAMPTON,
Express Steamer leaves on Wednesday.
Twin-Screw Passenger Steamer, fornightly, Sundays.

From CHERBOURG,
Express Steamer leaves on Wednesday.
Twin-Screw Passenger Steamer, fornightly, Sundays.

From NEW YORK,
Express Steamer leaves on Tuesday.
Twin-Screw Passenger Steamer Thursdays.

NEW YORK, GIBRALTAR, NAPLES, GENOA (Express Service).
Saturdays.

MARSEILLES, NAPLES AND ALEXANDRIA.
Fridays.

BREMEN AND BALTIMORE DIRECT.
Every Thursday.

BREMEN, LONDON.
Every Tuesday, Thursday and Saturday.

BREMEN, HULL.
Every Wednesday and Saturday.

MARSEILLES, GENOA, NAPLES, PIRAEUS, SMYRNA, CONSTANTINOPLE, ODESSA, NICOLAJEFF, BATUM, CONSTANTINOPLE, SMYRNA AND PIRAEUS.

From MARSEILLES and GENOA, alternately weekly.

CONSTANZA, CONSTANTINOPLE, ALEXANDRIA.
Bi-weekly.

CONSTANZA, CONSTANTINOPLE, MITILENE.
Weekly.

BREMEN, ANTWERP, CORUNA, VIGO, HAVANA, CIENFUEGOS AND MANZANILLA.
Every fortnight.

BREMEN, GALVESTON, DIRECT.
Monthly.

BREMEN, ANTWERP, CUBA.
Monthly.

BRAZIL LINE.—Bremen, Antwerp, Leixoes (Oporto), Lisbon, eventually Madeira, Bahia, Pernambuco, Rio de Janeiro, (Santos). Connections made for Paranagua, Sao Francisco, Desterro and Rio Grande do Sul Monthly.

RIVER PLATE LINE.—Bremen, Antwerp, Coruna, Vigo or Villagarcia (Funchal), Montevideo and Buenos Ayres. Every fourteen days.

CHINA AND JAPAN.—Bremen and Hamburg, Rotterdam (outward bound), Antwerp, Southampton, Gibraltar, Genoa, Naples, Port Said, Sues, Aden, Colombo, Penang, Singapore, Hong Kong, Shanghai, Nagasaki, Hiogo (Kobe) and Yokohama. Every fortnight.

At Penang connection for Belawan (Deli) and Asahan, Sumatra, by steamers of the North German Lloyd; to Rangoon by steamers of the British India S. N. Co. At Singapore connection for Sumatra (Belawan), Asahan, Bangkok, Hong Kong via Bangkok, North-Borneo (Labuan, Jesselton, Kudat, Sandakan, Lahad-Datu). At Celebes, Molukken (Makassar, Menado, Sangir Island, Ternate, Gorontalo Sulu, Zamboanga, Iloilo, Cebu, Manila, for freight only by steamers of the North German Lloyd; to Batavia, Samarang, Soerabaya, by steamers of the Koninklijke Paketvaart Maatschappij. At Shanghai connection for Yangtse Haven (Chinkiang, Nanking, Wuhu, Kiukiang, Hankow); also to Tsingtau, and Tiensin. At Hongkong for New Guinea, Queensland and Sydney by the Imperial Mail steamers Prinz Waldemar, Prinz Sigismund and Willehad, and also connection for Manila.

AUSTRALIAN LINE.—Bremen, Antwerp, Southampton, Gibraltar, Genoa, Naples, Port Said, Suez, Aden, Colombo, Fremantle, Adelaide, Melbourne and Sydney. Monthly.

The Imperial Mail Steamers Prinz Waldemar, Prinz Sigismund and Willehad, ply, between Sydney and Queensland, New Guinea, Hongkong and Japan.

CONSULT SPECIAL SAILING LIST

FOREIGN NOTES OF INTEREST.

Dresden has opened a bathing establishment for dogs. It is owned and governed by the municipality.

A bank clerk giving evidence in a London case said the average life of Bank of England notes was from ten to sixty days.

An English court has just allowed the heirs of a young man who went down with a ship in a storm in the Indian Ocean in 1857 to "presume" that he is dead.

Six thousand dollars in copper coin is missing from the safe of the town of Halifax, England. The shortage amounts to three tons.

Sets of lantern slides are being issued to warships by the British Admiralty, and are to be used by the officers in illustrating lectures to the men.

An Italian lady has set an excellent example. She has left a legacy of $3,000 to her favorite newspaper "in recognition of my gratitude for having been so often entertained by it."

An old lady on the witness stand at Bellinzona, Switzerland, gave her age as 102. But it was ascertained, on cross-examination, that she was 106. She explained that she was "ashamed of being so old."

The city of Ripon, England, celebrated July 19 with a procession and various entertainments the 1020th anniversary of its corporation. Each division in the procession represented a century.

The Wocheimer railway, from Assting to Trieste, which was opened by Archduke Franz Ferdinand of Austria July 19, passes through a portion of the Alps and has forty-seven tunnels and 728 bridges—one of the bridges is the largest stone-arched in the world. Its span is over 270 feet.

At a "psychometric lecture" something of real value was brought out. A man always sober suddenly became a confirmed drunkard. There was no apparent reason. Then a psychometric expert was called in, discovered that there was something uncanny about the chair in which the fallen man habitually sat, and eventually found that he had bought it at a sale, and that it had been the property of a publican who died of drink! The chair was burned accordingly, and the man became a teetotaller again.

It is to Italy that the first establishment of banks is credited. These banks were founded by Lombard Jews. The name "bank" is derived from the word "banco" which originally was a term applied to benches set in the market place for the exchange of money. The first public bank was opened in Venice in 1550. The Bank of England was established in 1693.

An English weekly tells of an American innocent abroad who was unimpressed by the Eiffel Tower. To a proud Frenchman, he announced that in America they had a tower so high that they had to let down the top at night. "Vat for you let down ze top?" cried the astounded Gaul. "So as to let the moon get by," replied the heir of George Washington.

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DEFENCES OF THE CHANNEL TUNNEL.

From the London Tribune.

Sir Douglas Fox, who carried out the work of the Simplon tunnel, is now in Paris, actively engaged in the preparation of plans which will be deposited in the Private Bill office in November, prior to the introduction, next session, of a measure seeking power for the construction of the Channel Tunnel.

If legislative sanction be given to the scheme, as far as the limits of British jurisdiction extend, the work from each side of the Channel would begin immediately, a concession having already been granted by the French Government for the making of a submarine railway, which, starting from Sangatte, shall form part of the undertaking.

The promoters have already indicated their readiness to place the control of the mouth of the tunnel at Dover entirely in the hands of the local garrison, and on their journey from France the trains would emerge under cover of the heavy guns mounted in the Drop Redoubt.

As an additional precaution the promoters are ready to provide, at their own expense, means whereby the military authorities at Dover will also have power either to flood the tunnel or to blow up its entrance, so as to make traffic of any kind totally impossible. Guarantees having a like object in view are being offered in regard to the French approach to the tunnel.

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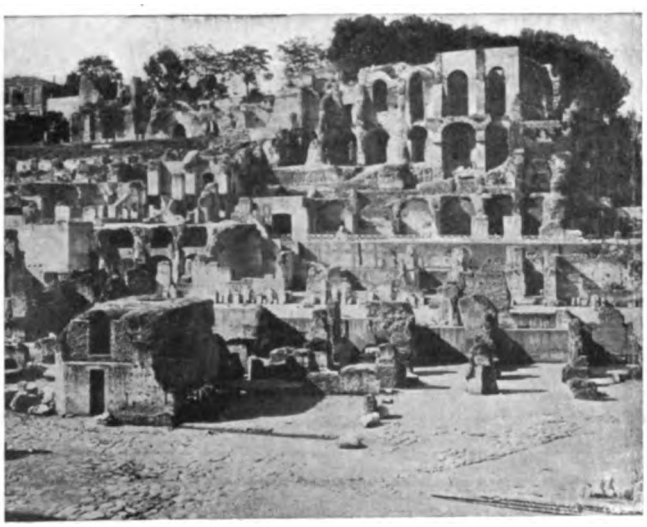
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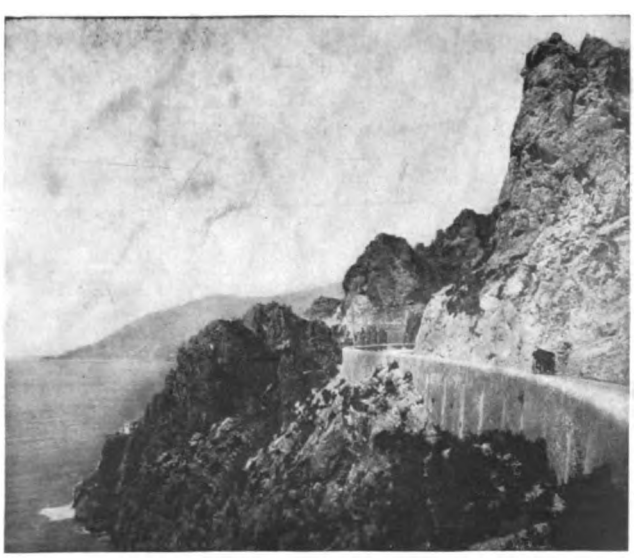
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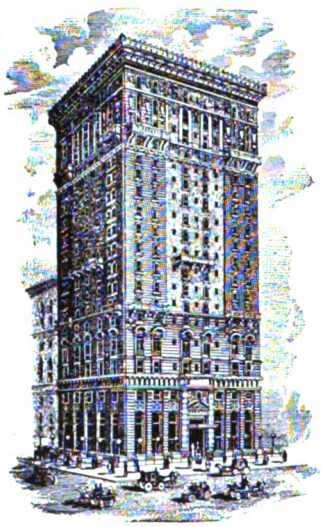
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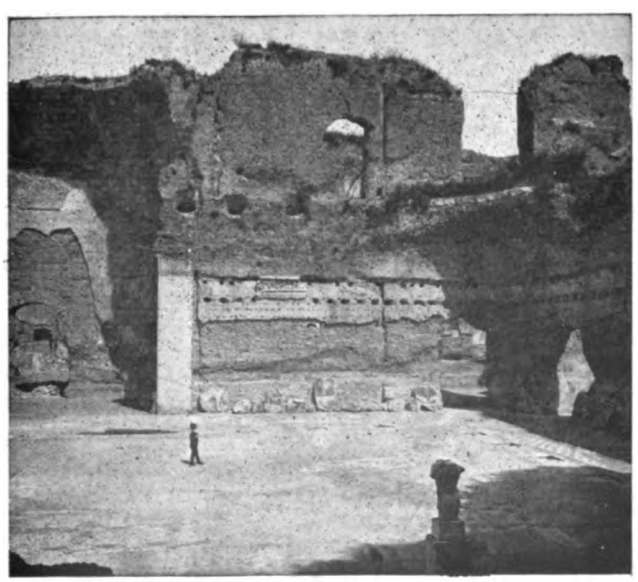
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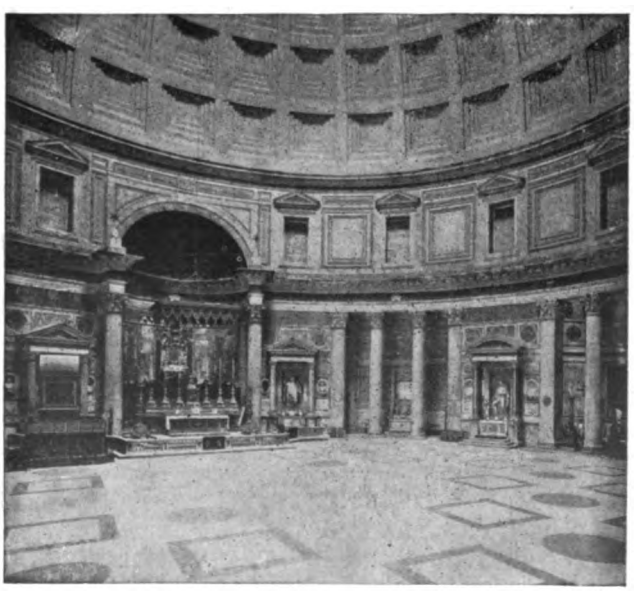
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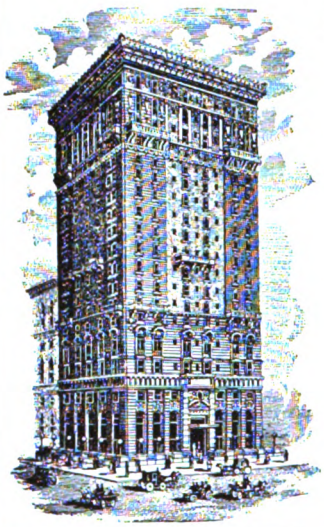
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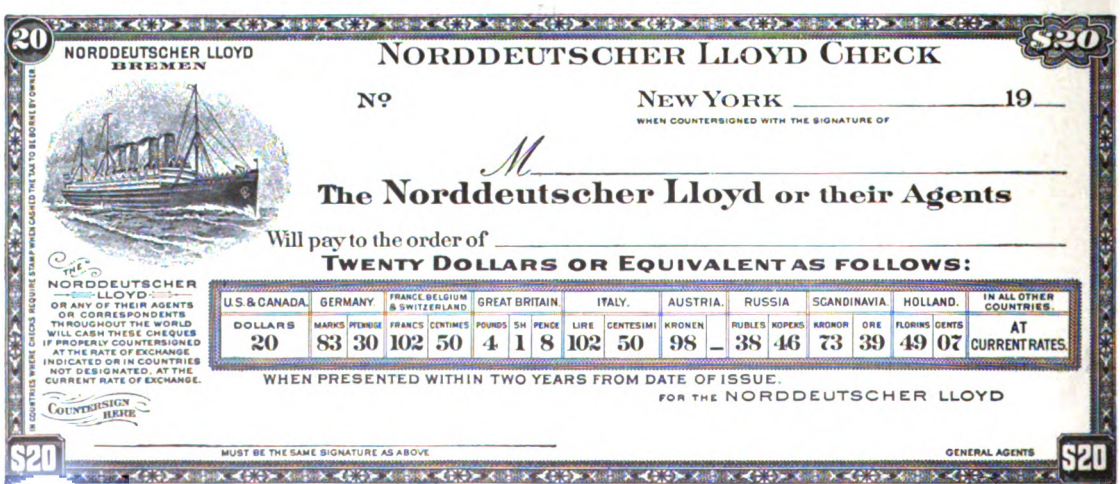
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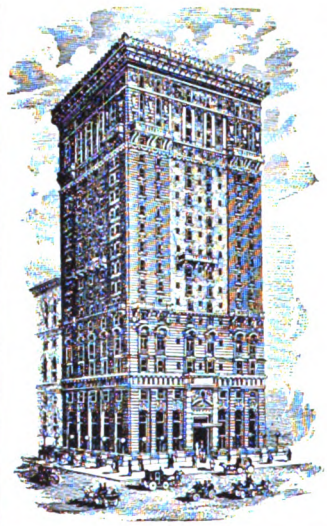
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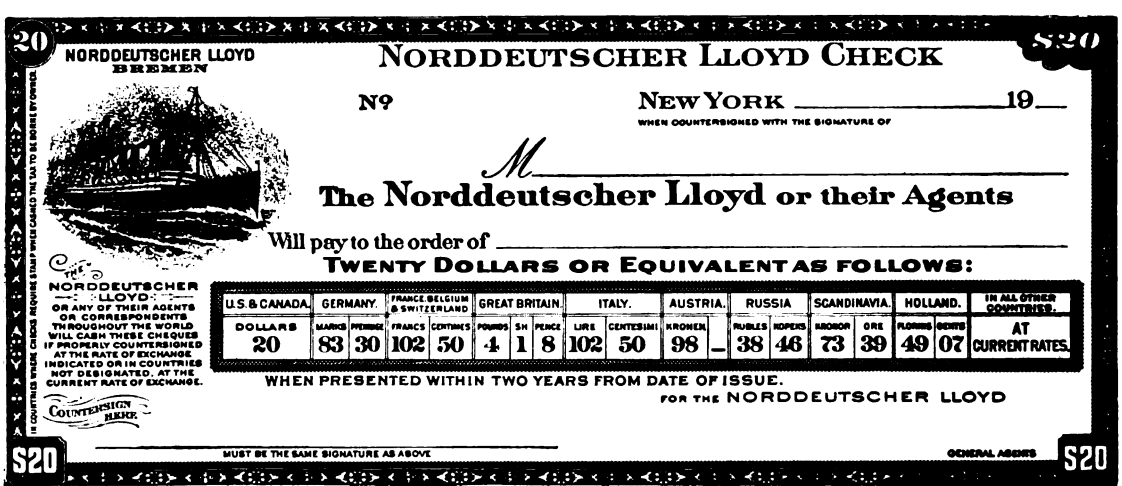
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