

SAILINGS



DURING THE TRAVELING
SEASON

Every TUESDAY, and SATURDAY
FROM NEW YORK.

Every TUESDAY, and SATURDAY
FROM BREMEN.

Every WEDNESDAY, and SUNDAY
FROM SOUTHAMPTON.

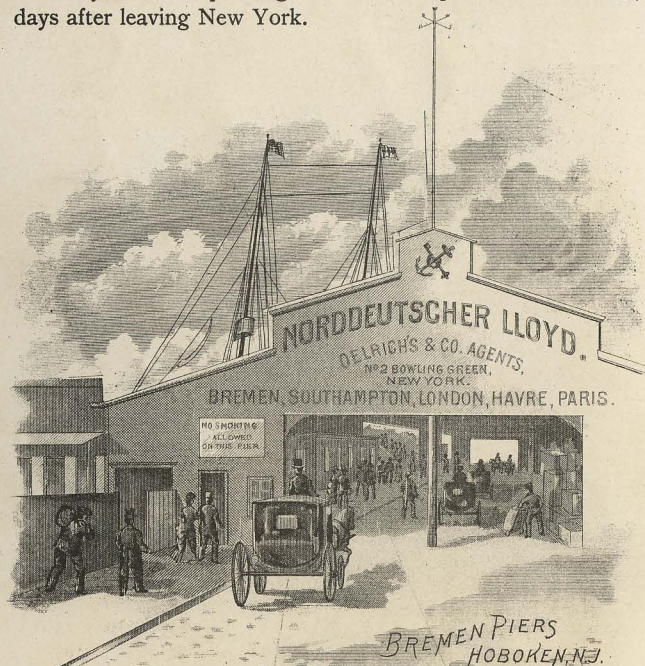
In the off Season Steamers sail every Tuesday and
Saturday from New York and Bremen.

NORTH GERMAN LLOYD STEAMSHIP CO.

◀ NEW YORK EXPRESS LINE ▶

THE North German Lloyd Steamship Company maintain a semi-weekly service between New York, Southampton and Bremen, during the traveling season in the period from April until October.

Steamers leave New York every Tuesday, and Saturday, and land passengers at Southampton in less than 7½ days after leaving New York.



STEAMERS SAIL FROM BREMEN PIERS, FOOT OF SECOND STREET, HOBOKEN, N. J.

Hoboken can be reached from New York by the Barclay St. (down-town) or Christopher St. (up-town) Ferries, which land passengers at the same slip in Hoboken, about 5 minutes walk from the Bremen steamers.

Passengers are landed at Southampton at the side of the Railway train for London.

LONDON is reached from Southampton by rail in about 2 hours by Special North German Lloyd Trains and cars. Trains leave and arrive at the Waterloo station in London.

After landing passengers, mail and specie at Southampton, the steamers proceed at once without further delay to Bremerhaven, (the harbor of the North German Lloyd fleet). The trip occupies about 24 hours.

Passengers are transferred to the railway train in waiting on the quay at Bremerhaven and reach Bremen in 1½ hours from Bremerhaven.

BREMEN is a railway centre in frequent and direct communication with the interior of Germany, Switzerland, Austria, etc.

PARIS is reached in 8 hours from London via Dover and Calais, also via Southampton and Havre in about 12 hours. Southwestern Railway Co.'s steamers leave Southampton for Havre, and *vice versa*, daily (except Sunday), at 11 P.M. The Havre steamers leave from the landing dock at Southampton.

Saturday, and land passengers at Southampton in less than 7 1/2 days after leaving New York.



BREMEN PIERS
HOBOKEN, N.J.

STEAMERS SAIL FROM BREMEN PIERS, FOOT OF SECOND STREET, HOBOKEN, N. J.

The North German Lloyd S. S. Co.

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

THREE MILLION PASSENGERS.

The lines operated by the Company are :

Bremen, Southampton, New York (Express Service),

Tuesday and Saturday from Bremen.
Wednesday and Sunday from Southampton.

Bremen and New York Direct (Extra Service),

Two and three steamers monthly.

Bremen and New York Direct (Roland Steamers),

Every two weeks.

New York, Gibraltar, Genoa, Naples (Express Service),

Three or more steamers a month.

Bremen and Baltimore Direct,

Every Thursday.

Bremen and Baltimore Direct (Roland Steamers),

Two steamers a month.

Bremen, Antwerp, Lisbon, Bahia, Rio de Janeiro, Santos,

Monthly.

Bremen, Corunna, Vigo, Montevideo, Buenos Ayres,

Every ten days.

Bremen, Antwerp, Southampton, Genoa, Port Said, Suez,

Aden, Colombo, Singapore, Hong Kong, Shanghai,

Monthly.

Branch Line Singapore, Batavia, Soerabaya, New Guinea,

Hong-Kong, Yokohama, Hiogo and Nagasaki,

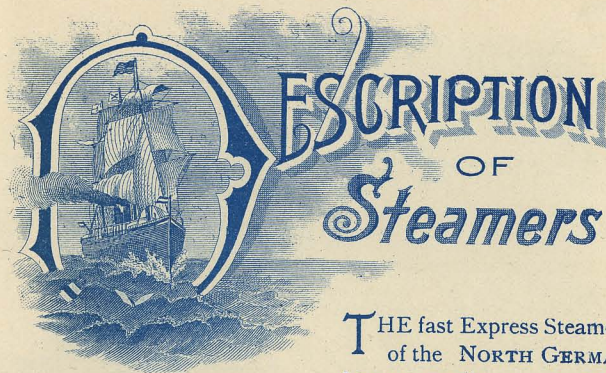
In connection with China Line.

Bremen, Antwerp, Southampton, Genoa, Port Said, Suez,

Aden, Colombo, Adelaide, Melbourne, Sydney,

Monthly.

The fleet of the NORTH GERMAN LLOYD S. S. Co. is composed of fifty-four ocean steamships of an aggregate tonnage of 216,310 tons register, and of a total horse power of 195,230.

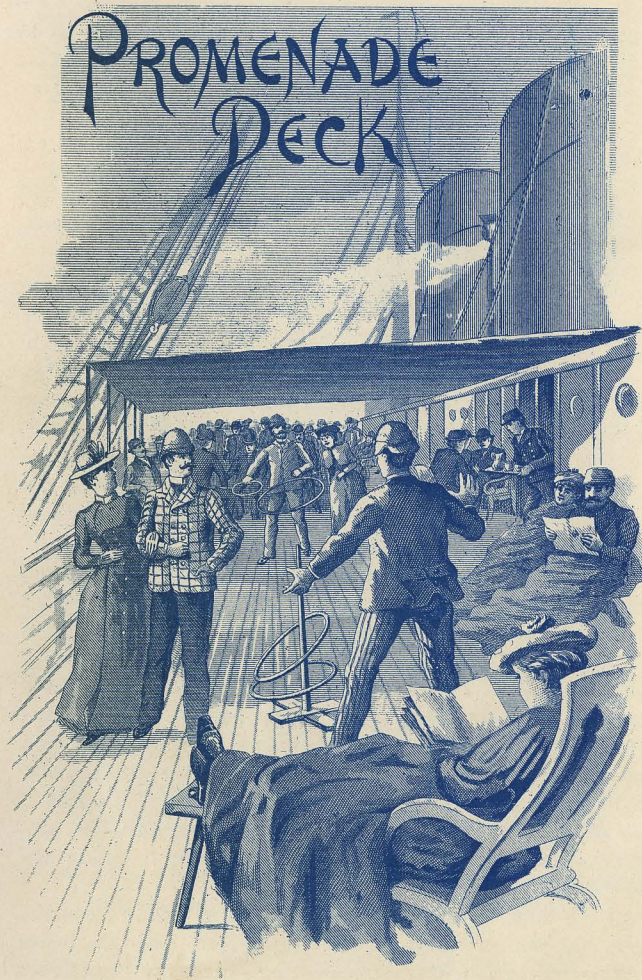


THE fast Express Steamers
of the NORTH GERMAN
LLOYD running on the New
York Line were all built by

John Elder & Co. (now the Fairfield Shipbuilding and Engineering Co.), Glasgow, Scotland, with the exception of the KAISER WILHELM II., SPREE and HAVEL, which were built by the Vulcan Shipbuilding Co., of Stettin, Germany. In the interior and exterior arrangements and fittings the steamers are very much alike.

These steamers, built of iron and steel, are all of the largest and most modern type. They are classed in the highest grade of the Bureau Veritas, with several extras over the requirements, such as lower and orlop decks of iron and steel, and additional watertight bulkheads. The greatest care and attention have been bestowed upon the construction of compartments and watertight bulkheads, and the efficiency of these safeguards has been amply proved by *actually filling each compartment with water* and thus testing the strength of the bulkheads in case of accident. The steamers are fully provided with life-boats, rafts and preservers, and with every improvement conducive to safety and comfort.

All the deck work is constructed either of teak or iron and steel, and, with a view to protect the vessels from the heavy Atlantic seas, strongly constructed turtle-backs are placed over both ends of the ship. The steamers are rigged with four pole masts of iron, the SPREE and HAVEL with three. Owing to their powerful engines these steamers are able to maintain a high rate of speed in nearly all weather, thus arriving with great regularity.

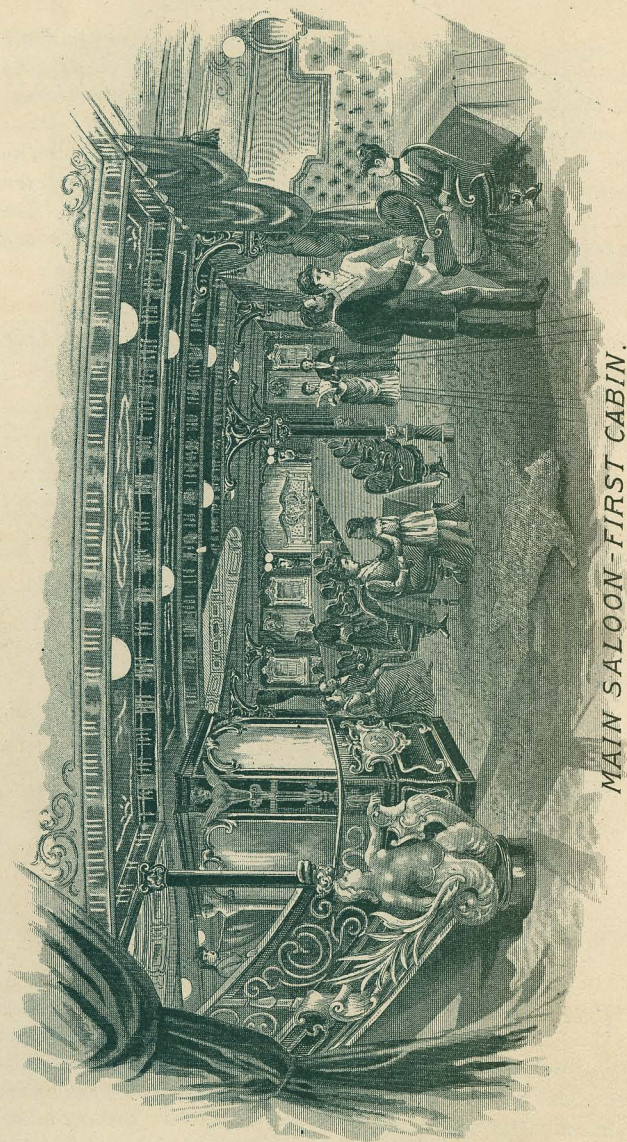


SITUATED in the centre of the upper deck in the most favorable position on the steamer, is the Promenade Deck, 200 feet long and the whole width of the ship. It is appropriated to the use of the first-cabin passengers, solely.

Being on an elevation with the turtle and hurricane decks and sheltered by awnings, the hottest days are rendered pleasant by the free access of the ocean breeze, thus forming an excellent promenade as well as a spacious playground for the various sports arranged for the pastime of passengers, and otherwise contributing largely to the comfort and enjoyment of an ocean trip. It is illuminated at night by means of electric lights. The promenade deck also furnishes the space for concerts executed by the ship's orchestra daily, at certain hours.



THE wide staircase, handsomely ornamented with plush handrail and balusters of rich and fanciful pattern, leading down into the first-cabin saloon, opens to the view a region of exquisite splendor and comfort such as is rarely seen, and which almost baffles description.



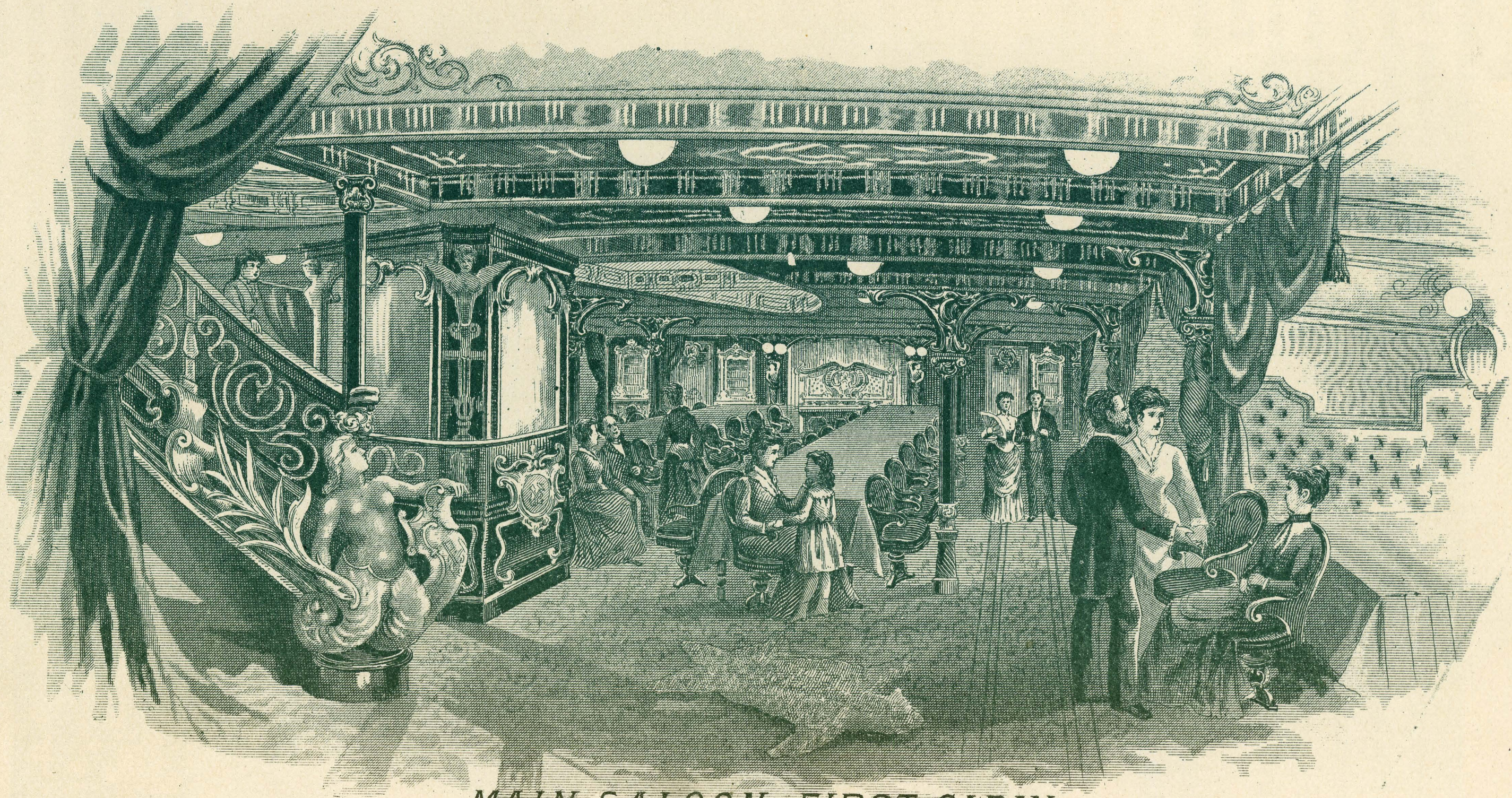
MAIN SALOON-FIRST CABIN.

Description of SALOON

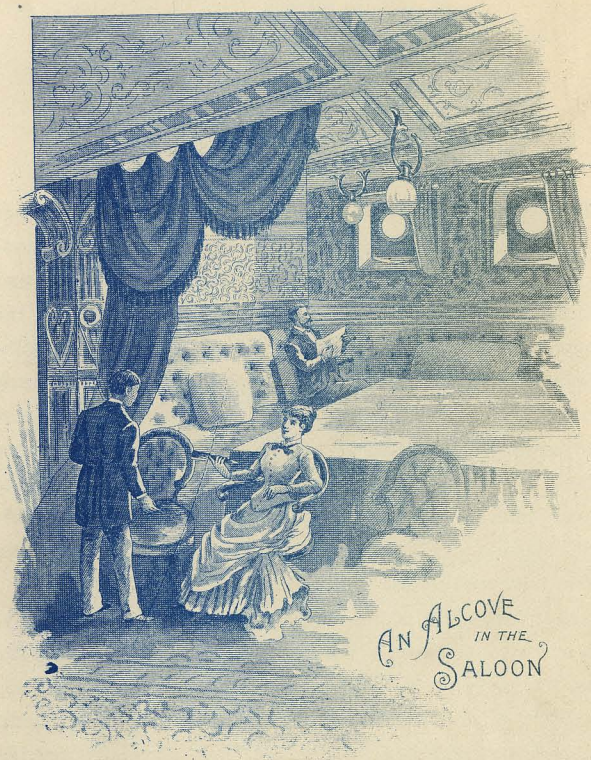
THE MAIN SALOON of the first cabin is situated amidships, forward of the boilers and engines, this being considered the most favorable position on the ship by old and experienced ocean travelers. Occupying the entire width of the steamer, and proportionate in length, it presents a truly magnificent appearance, being splendidly lighted and perfectly ventilated by means of large skylights in the centre and by numerous port holes along the side. Two long main tables occupy the central position, running nearly the entire length of the saloon, and the sides are subdivided into cozy alcoves or recesses, which are furnished with smaller cross tables, excellently adapted for the accommodation of private parties or families.

All the fittings, the piano, the bookcases, doors, ceilings, skylights, and the woodwork of the revolving chairs surrounding the tables, are handsomely carved, the materials used being Oak, Black Walnut, Bird's-eye Maple, Ebony and other costly woods. The table covers and the heavy curtains dividing the alcoves, the lounges extending along both sides under the port holes, as well as the seats of the chairs, are in rich plush or other sumptuous materials, differing in color to harmonize with the particular style of woodwork on the various steamers.

The highly ornamental skylights and the ceiling are marvels of artistic skill and taste. The cross-beams, girders and framing being covered with magnificent scroll work, are subdivided into panels, embellished with beautiful paintings by celebrated masters, and are really worth a close inspection. The electric lights and the plate glass mirrors are arranged in such a manner as to increase the harmonious effect during daytime and intensify it

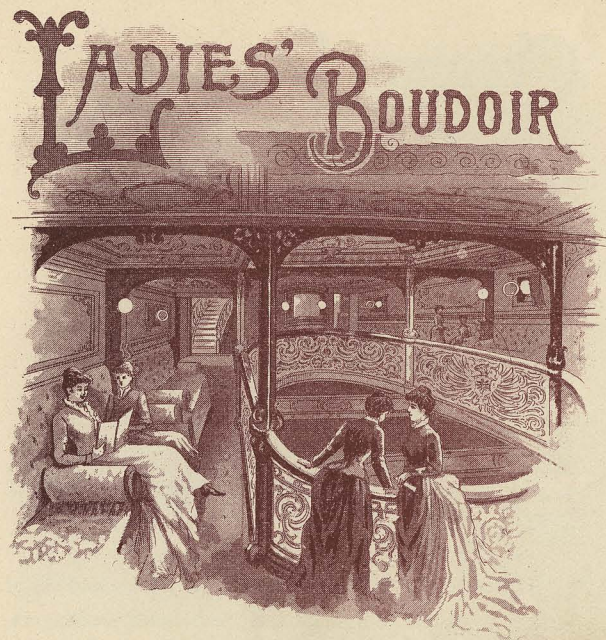


MAIN SALOON-FIRST CABIN.

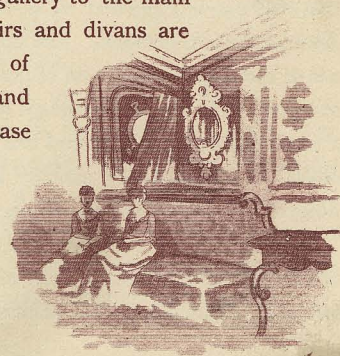


by night. The company have discarded the common swinging racks, used for glasses and decanters above the tables, on all their steamers, thus leaving the view entirely free and unobstructed, and greatly adding to the general appearance of the saloon.

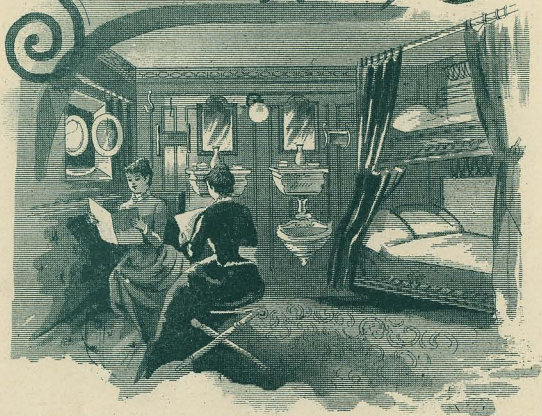
Owing to the powerful triple-expansion engines as well as the favorable position of the saloon, it is hardly possible for the occupants to experience the ship's motion, and very difficult to realize that the vessel is traversing the high sea at a rate approximating railroad speed, so remarkably steady is the progress of these elegant modern express steamers.



THE ladies' cabins are, if possible, even more luxurious in their appointments, as no expense has been spared to contribute to the artistic appearance, as well as to the real comfort of these Boudoirs. The ventilation is perfect, as they are on the upper deck and form a sort of gallery to the main saloon beneath. The easy chairs and divans are provided with rich coverings of embossed velvets and plushes, and are specially designed for ease and comfort. The walls and ceilings are elaborately carved and decorated with exquisite paintings.



STATE ROOMS



ON the same deck with the saloon, running fore and aft of it, are the state-rooms for the first cabin passengers, spacious, airy and comfortable, painted in white enamel, with fittings in Walnut. They are all of large dimensions, measuring on the average ten feet in breadth and are nearly all outside rooms, provided with large side lights or port-holes. The lower berths in the majority of the outside state-rooms are so arranged that they can be extended so as 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 state-rooms are arranged *en suite*.

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



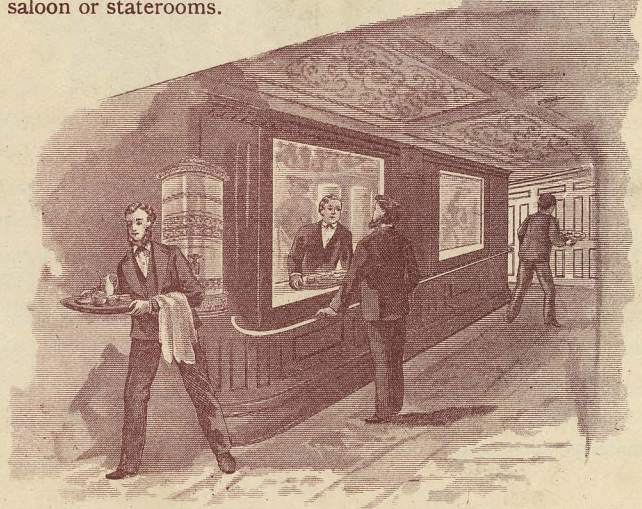
TWO elegantly appointed smoking-rooms are provided for first-cabin passengers, both located on the promenade deck, constructed on the same lavish scale. The panelling is finely carved, and decorated with paintings artistically introduced here and there. A number of small tables and divans covered with Morocco leather, and a liberal supply of exceedingly comfortable arm-chairs, covered with the same material, serve to make a cosy nook for after-dinner coffee.



THE reputation of the Cuisine on board of the NORTH GERMAN LLOYD steamers is duly established and has been well earned by the untiring exertions on the part of the

management to supply an exceptionally good table and to engage as cooks the foremost and best culinary artists to be procured. Passengers are furnished with a liberal table, including all the delicacies of the season, prepared and served equal to the menu served in the best hotels in Europe. Connoisseurs have pronounced the fare on these steamers to be most excellent.

The wines, liquors and segars are of the finest quality and have been selected with great care by the Company. They are sold on board at extremely moderate prices. The galleys and kitchens are on deck and the pantries immediately beneath them, connected by elevators, thus successfully preventing any kitchen odors from entering the saloon or staterooms.



EVERY provision is made for the comfort and well-being of the second-cabin passengers; the accommodations comparing favorably with the first-cabin of former days. Both saloons and staterooms are located aft. The saloon is thoroughly ventilated and lighted by means of large skylights and port-holes similar to those of the first cabin, and while not so ornamental, is fitted up in an exceedingly tasteful manner, offering every convenience that can be desired.

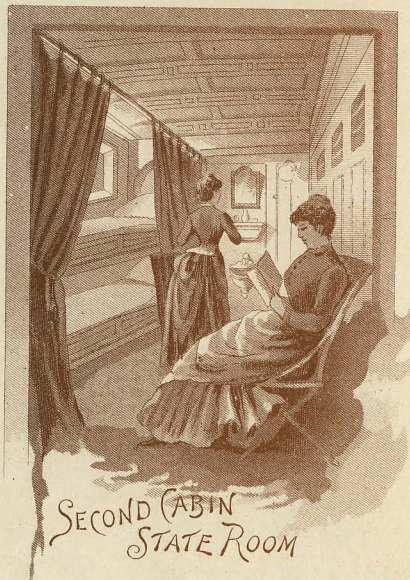
The furniture, which is richly upholstered, and constructed with a view to ease and comfort, includes a piano provided ex-

clusively for the use of the second cabin passengers. Electric lamps furnish the necessary light at night. The fare is equal to that of a first-class household and is served by efficient and attentive stewards at certain regular hours. Wine and beer is supplied at very low prices without affecting the quality, being selected by the Company with great care.

The state-rooms are also situated aft and in close proximity to the saloon. They are spacious, well lighted and ventilated apartments containing every desirable convenience, and can accommodate two to four persons. Special care is taken to have the berths provided with clean and neat bedding.

The wants of the lady passengers are attended to by two stewardesses detailed especially for that purpose. The Ladies' Boudoir has an excellent position on the upper deck and is cosily furnished with elegantly upholstered chairs and settees, receiving plenty of light and fresh air by reason of its splendid location.

The Gentlemen's Smoking-Room is also advantageously situated on the upper deck and is comfortably fitted up with easy chairs and lounges covered with embossed leather. Wine and beer is served by the stewards in attendance. It is lighted at night by electric lamps and serves as a pleasant resort for smokers to pass the evening hours.



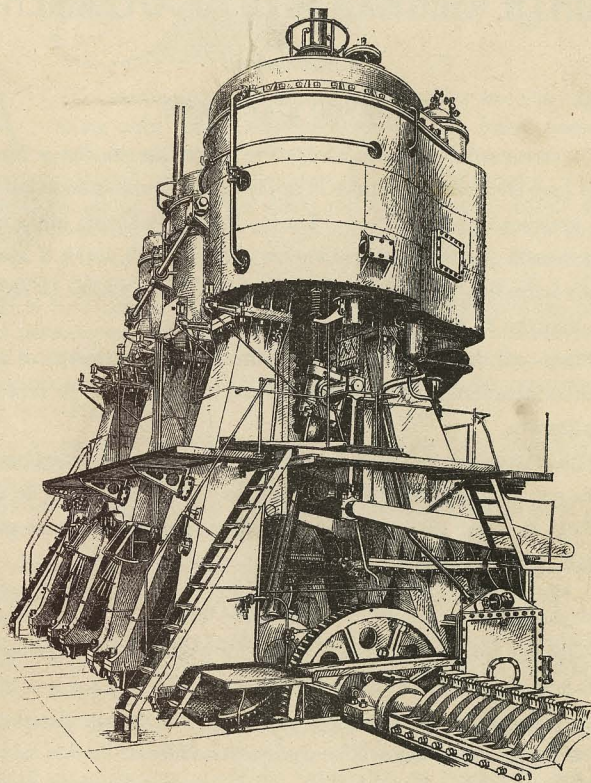
A LARGE deck space has been set apart for the special use of second cabin passengers, and as will be seen by the illustration above, affords ample opportunity to indulge either in a promenade or a quiet rest in a well sheltered position. Passengers can thus enjoy the fresh sea air without being exposed to any high winds. This is a strong feature of our second cabin, the benefits of which cannot be too highly estimated.



THE STEAMERS are commanded by experienced officers who have become veterans in the Company's service, and in whom the Company place implicit confidence.

The officers in the employ of the North German Lloyd Steamship Company are obliged to pass two rigorous examinations in the German nautical schools before they can obtain a position in the Company's service, and all of them have begun their career before the mast and have worked their way, step by step upwards, until they have proved themselves worthy of the trust placed in their hands by the Company. The most conspicuous examples of devotion to duty and strict attention to the Company's interest are rewarded by a well-regulated system of promotion, thus ensuring for those who distinguish themselves in the qualities most desirable in a seaman, the sure prospect of advancement.

Each steamer is manned by about 200 men, distributed as follows: 36 deck hands under 4 officers and 10 petty officers, 60 firemen, coal-heavers and machinists under 15 engineers, and 75 stewards.



TRIPLE EXPANSION ENGINES OF THE
NORTH GERMAN LLOYD STEAMERS.

HINTS FOR TRAVELERS

BY THE

NORTH GERMAN LLOYD STEAMERS.

BERTHS AND STATEROOMS.

On contemplating a trip across the ocean the tourist or business man should lose no time in applying for accommodations on the steamer he has selected. During the entire spring and summer season the steamers' cabins are all well filled, and it is absolutely necessary to apply early for passage if one wishes to enjoy the luxuries of a good room.

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

It is customary to pay a deposit of \$25 on each berth retained. This payment secures the berth up to three weeks prior to the sailing, at which time the full amount of passage must be paid and tickets taken up.

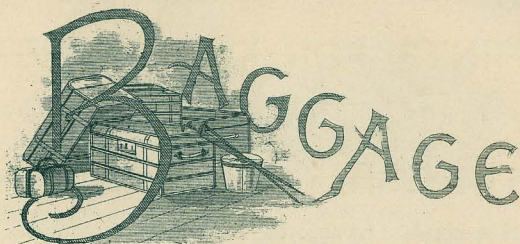
FIRST CABIN.

Children under 12 years are taken for half rate if occupying a sofa and not a regular berth. ROOMS are not sold for less than *two* fares during the traveling season. One person desiring a room for exclusive use will be charged two fares.

Infants under 1 year are free. Servants are berthed in second cabin and pay second cabin fare, with access to first cabin. If berthed in first cabin they pay full first cabin fare.

SECOND CABIN.

Children under 12 years of age are taken for half fare at all times without any restriction. Infants under 1 year are free.



A VOID overloading with unnecessary articles and packages, taking only what is absolutely necessary. Cabin passengers are allowed twenty cubic feet of baggage. All travelers should provide themselves with sea-trunks, which should be about 12 inches deep, and of the usual width and length, thus enabling them to go under the sofas in the stateroom. Avoid the Saratoga or extra large trunks. Passengers can send their baggage to Bremen Piers, Hoboken, N. J., two days before sailing. It will be kept in the baggage-room until the passengers' arrival. All baggage must be marked with name of passenger and steamer before being sent. In case this precaution is not observed the Company cannot be responsible for mistakes.

Cabin passengers are requested to claim their baggage on the piers prior to sailing, and to obtain a separate check for each piece of baggage from the baggage master.

All cabin baggage not taken into staterooms is checked, and unless so checked is liable to detention.

All baggage should also be marked, whether for state-room or baggage-room, before being sent to the steamer. Tags and labels can be had at the office of the Company or of their agents.

All baggage required during the voyage should be marked "Wanted," and baggage that is not required should be labeled "Not Wanted."

Sea-trunks can be stored at Southampton or Bremen, but the names should be *plainly marked*. At Southampton, trunks so stored are in the custody of the Southampton Dock Co., and the North German Lloyd Steamship Company have no responsibility for them. Passengers should notify the Company at Bremen, or the agents at Southampton, as the case may be, at least five days before sailing to put sea-trunks on board. When passengers do not attend to this in the proper time it causes delay and extra expense to the passenger.

Passengers arriving at New York from out of town can have their baggage checked to the pier by the Baggage Express Agent on the train.

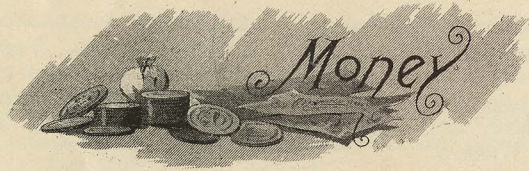
Passports

CAN be obtained by applying to the State Department, Passport Division, Washington, D. C., or through any Notary Public.

LETTERS OF CREDIT.



If the traveler's expenses are heavy, a circular letter of credit is undoubtedly the only safe way of transporting the wherewithal. These circular letters of credit are issued by bankers on their correspondents in Europe and all over the world, and money can thus be obtained at any one of the principal cities of the civilized world. Tourists should be careful to deal only with bankers of undoubted standing.

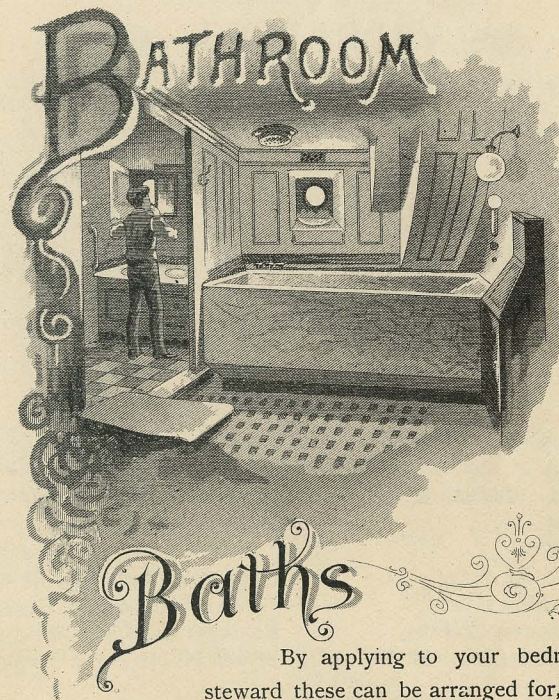


Before embarking for Europe, travelers would do well to provide themselves with enough small change to pay incidental expenses on shipboard and on landing. Foreign moneys are bought, sold or exchanged at current rates of the day at any banking house.

It may be well to add that English sovereigns and Bank of England notes are readily taken everywhere in Europe. French Napoleons are also good money, especially in the East.

MISCELLANEOUS.

SURGEONS.—Each steamer carries an experienced surgeon, whose services are gratuitous so far as steerage passengers are concerned. Cabin passengers, however, generally expect to pay the doctor whenever he prescribes for them.



By applying to your bedroom steward these can be arranged for, and a certain hour appointed when you can take a bath every morning if you desire to do so.

BOOTS.—The boots and shoes of passengers will be cleaned by the bootblack if left outside the room door. A small gratuity is generally given the bootblack at end of voyage by each person.

SEATS

at the table are allotted by the chief steward after the steamer leaves the dock. Children are not allowed at table until all adult passengers have been seated. They generally have their meals served separately.

VALUABLES

THE purser is authorized to undertake the custody of money, jewelry and other valuables, for which purpose a safe is provided.

PAPER, ENVELOPES, STAMPS, &C.

WRITING PAPER, envelopes, stamps and telegraph forms can be had on application to the saloon steward.

FOREIGN AGENCIES.

KELLER, WALLIS & Co.,	32 Cockspur St., Charing Cross, London.
KELLER, WALLIS & Co.,	Southampton.
KANE & Co.,	19 Rue Scribe, Paris.
KANE & Co.,	Havre.
CAPT. C. ARNOLD,	Unter den Linden 4a, Berlin.
LEUPOLD FRATELLI,	Piazza San Siro 10, Genoa.
JOHN ONETTI & SONS,	Engineer Lane 30, Gibraltar.
ASELMEYER, PFISTER & Co.,	Strada Piliero No. 2 Naples.

COMPANY'S OFFICES: BREMEN; GERMANY.

OELRICHS & CO., GENERAL AGENTS,
No. 2 BOWLING GREEN, NEW YORK.

H. CLAUSSENIUS & CO., General Western Agents,
80 & 82 FIFTH AVENUE, CHICAGO.

LIST OF FOREIGN GOLD, SILVER & BANK NOTES.

Their equivalent in American money, intrinsic value,
without regard to rate of exchange.

GREAT BRITAIN.

GOLD.	
One Sovereign, - - -	\$4.86
One-half Sovereign, -	2.43
SILVER.	
Crown, - - - - -	\$1.20
One-half Crown, - - -	.60
One Florin, - - - - -	.48
One Shilling, - - - -	.24
Six Pence, - - - - -	.12
Four Pence, - - - - -	.08
Three Pence, - - - - -	.06

BANK NOTES.	
£5 Bank of England,	\$24.25
£1 Irish and Scotch,	4.84

GERMANY.

GOLD.	
Twenty Marks, - - -	\$4.74
Ten Marks, - - - - -	2.37
Five " - - - - -	1.18

SILVER.	
One Thaler, - - - - -	\$0.69
One Mark, - - - - -	.23

BANK NOTES.	
One Hundred Marks,	\$23.62
Fifty " - - - - -	11.81
Twenty " - - - - -	4.72
Five " - - - - -	1.18

MEXICO.

Silver Dollar, - - -	\$0.73
Gold Doubloon, - - -	15.55
\$20.00 Gold, - - -	19.55

FRANCE, BELGIUM AND SWITZERLAND.

GOLD.	
Twenty Francs, - - -	\$3.86
Ten " - - - - -	1.93
Five " - - - - -	0.96

SILVER.	
Five Francs, - - - -	\$0.93
Two " - - - - -	.36
One " - - - - -	.18
½ Franc (50 Centimes),	.09

BANK NOTES	
Fifty Francs, - - - -	\$9.62
One Hundred Francs,	19.12
Five " " - - - - -	95.60
One Thousand " - - -	191.20

SPAIN.

GOLD.	
Four Piasters, - - -	\$3.88
Pistole, - - - - -	3.87
One-half Pistole, - - -	1.93
One-quarter Pistole, -	.95

SILVER.	
Spanish Dollar, - - -	\$0.75
Five Pesetas, - - - -	.80
Twenty Reals, - - - -	.75
Ten Reals, - - - - -	.37
Pistareen, - - - - -	.16
Half Pistareen, - - -	.08



AMERICAN travelers who visit Europe for the first time, cannot fail to be struck with the forcible contrast in the system of railroads and especially with the difference existing between our cars and those running there. In almost every country in Europe there are three classes of cars, viz., first, second and third. Express trains on the Continent have no third-class, and in a great many cases are formed exclusively of first-class coaches. The first class is best for long journeys, and we do not recommend second-class, except in Germany, Austria and Switzerland. The cars are of entirely different construction from those in America. Each car is generally divided into four compartments, these compartments being entered at each end through a door in the side of the carriage. The different classes are distinguished by having on the outside of the doors, and occasionally on the inside, the class marked, namely, first, second and third-class; so that travelers can readily recognize where to locate.

Ladies traveling alone will generally find a compartment specially reserved for them. A smoking carriage will be found on almost every train. Sleeping cars are to be found on many English and Continental railways. Pullman cars run in Great Britain and on the Continent; early application must be made for accommodation when required. Coupés are also used, and places can be secured through payment of a supplemental fee at station on departure. Railway officials, as a general rule, will be found very courteous and willing to assist travelers whenever occasion arises.

Passengers intending to proceed to the interior of Germany and Austria can procure their first and second-class railroad tickets in connection with their steamer tickets to any of the important points. These rail tickets possess the following advantages: They obviate delay and inconvenience in purchasing tickets at the rail-station on arrival at Bremen. They give passengers the choice of routes. They need not be exchanged, and are good on any train. They are good for a year. They permit stop-over at any intermediate station. They are good in either direction between points.

ROUND TRIP OR EXCURSION TICKETS.

FIRST CABIN RETURN TICKETS will be issued at a *reduction of 10 per cent.* on the return portion of the passage money. These return tickets are unlimited and can be used on all steamers on which there is accommodation vacant at the rate paid for. If there should be no berths vacant at the rate paid, the difference must be paid by the passenger.

Return tickets can also be made available to return by the *Mediterranean Service* of the North German Lloyd Steamship Co. from Genoa or Gibraltar to New York.



LETTERS for passengers should be plainly addressed and state if for arriving or departing steamer. Passengers expecting letters after departure should leave their address at the Company's offices, letters will then be forwarded to address given. To insure return of letters in case of non-delivery, envelopes should be plainly marked with sender's name and address. Letters not so provided are returned to the dead letter office, and as the Post Office has no clue to the sender are destroyed.

APPROXIMATE RATES OF FARE AND TIME.

FROM BREMEN TO	TIME. Hours.	1st Class.	2d Class.
Aix la Chapelle (Aachen).....	9	\$9.50	\$8.00
Amsterdam.....	8	7.35	5.70
Antwerp.....	11	10.25	7.65
Aschaffenburg.....	13	11.40	8.40
Augsburg.....	22	18.10	14.30
Baden.....	12	15.05	10.90
Bamberg.....	10	12.40	8.95
Barmen.....	8	6.40	4.75
Basel.....	14	18.10	13.10
Bayreuth.....	15	14.15	10.65
Berlin.....	6	8.00	6.00
Bern.....	18	21.50	15.80
Biebrich.....	13	11.75	8.70
Bingen.....	9	10.25	7.65
Bonn.....	8	8.50	6.50
Boulogne.....	19	16.90	13.00
Braunschweig.....	4	4.00	3.00
Breslau.....	13	16.40	12.10
Brindisi.....	57	51.00	37.00
Bromberg.....	16	14.25	11.00
Brussels.....	11	10.83	8.25
Buda Pesth.....	29	24.85	18.40
Calais.....	18	15.90	12.10
Carlsbad.....	13	14.30	10.50
Carlsruhe.....	11½	14.00	10.25
Cassel.....	5	6.65	4.90
Chemnitz.....	10	10.90	8.10
Christiania.....	48	26.00	20.00
Crefeld.....	7½	6.75	5.10
Creuznach.....	12	10.15	7.60
Coblenz.....	9	9.70	7.20
Cologne (Köln).....	5	7.65	5.65
Copenhagen.....	14	10.40	8.50
Danzig.....	17	16.40	12.25
Darmstadt.....	11	12.00	8.70
Dortmund.....	7	6.50	4.75
Dresden.....	10	11.70	8.65
Düsseldorf.....	7	6.75	5.00
Eisenach.....	11	8.25	6.00
Elberfeld.....	7	6.75	4.90
Ems.....	8	10.10	7.50
Erfurt.....	11	8.00	6.00
Essen.....	7	7.95	5.75
Flensburg.....	6	6.15	4.65
Florence.....	42	35.40	24.55

FROM BREMEN TO	TIME. Hours.	1st Class.	2d Class.
Flushing.....	11	\$13.25	\$10.05
Frankfurt a. M.....	9	10.95	8.10
Franzenbad.....	13	12.80	9.50
Friedrichshafen.....	24	19.15	13.80
Freiburg.....	18	16.50	12.15
Gastein.....	37	24.25	18.20
Geneva.....	28	23.50	17.00
Genoa.....	36	30.50	21.85
Giesen.....	12	9.75	7.25
Glatz.....	20	17.00	12.85
Gmünden.....	27	24.25	17.25
Gothenburg.....	50	16.75	14.00
Göttingen.....	5	4.80	3.55
Gotha.....	9	7.85	5.90
Haag.....	10	8.00	6.25
Halle.....	6	8.45	6.00
Hamburg.....	1½	2.75	2.00
Hanau.....	12	10.50	8.00
Hannover.....	2	2.60	1.95
Harzburg.....	6	5.25	4.00
Havre.....	24	24.70	16.70
Heilbronn.....	17	14.25	10.25
Heidelberg.....	10½	12.85	9.40
Hildesheim.....	6	3.10	2.20
Hof.....	12	13.30	9.20
Homburg.....	9¾	11.40	8.45
Innsbruck (Tyrol).....	18	22.25	13.45
Interlaken.....	28	22.25	16.35
Ischl.....	26	24.25	17.25
Kiel.....	4	5.30	4.00
Kissingen.....	12	12.45	9.15
Königsberg.....	22	20.55	15.25
Lausanne.....	29	24.00	17.75
Leipzig.....	8¼	8.90	6.60
Lindau.....	19	28.30	20.55
London via Harwich.....	22	14.50	10.25
“ “ Flushing.....	20	18.35	12.65
“ “ Ostend.....	17	22.35	16.70
“ “ Calais.....	17	25.45	19.00
Lübeck.....	5	4.25	3.15
Ludwigshafen.....	15	13.00	9.50
Lüttich.....	11	10.70	8.00
Lucerne.....	23	20.90	15.05
Lyons.....	28	30.00	22.70
Madrid.....	55	43.30	39.75
Magdeburg.....	6	6.20	5.10
Malmö (Schweden).....	17	10.65	8.90
Mannheim.....	14	12.95	9.50
Marseilles.....	41	36.40	26.30
Marienbad.....	16	13.30	10.15
Mayence.....	11	11.75	8.70
Mentone.....	41	34.00	24.35
Meran (Tyrol).....	32	25.75	19.25
Metz.....	18	17.00	12.55

FROM BREMEN TO	TIME.	1st Class.	2d Class.
	Hours.		
Milan.....	31	\$27.00	\$19.10
Munich.....	17	21.10	15.30
Münster.....	3	3.90	2.90
Naples.....	56	49.50	35.55
Naheim.....	12	10.75	7.90
Nice.....	46	41.65	30.30
Nürnberg.....	14	16.40	12.00
Oldenburg.....	1	.70	.50
Ostend.....	12	14.00	11.50
Paris.....	19	19.35	13.35
Pau.....	32	38.50	29.00
Pforzheim.....	17	13.85	10.35
Pisa.....	41	34.00	24.00
Posen.....	14	12.15	10.80
Prague.....	14	15.90	11.55
Pyrmont.....	5	4.50	3.25
Ragatz.....	27	22.15	16.25
Regensburg.....	16	17.00	12.80
Rippoldsau (to Freudenstadt).....	23	16.40	11.90
Rome.....	50	43.10	31.25
Rostock.....	6¼	7.10	5.15
Rotterdam.....	9	7.90	5.95
Saarbrücken.....	12	13.05	9.80
Salzbrunn.....	17	13.50	10.15
Salzburg.....	16	20.30	14.65
Schintznach.....	23	20.40	14.70
Schlangenbad (to Eltville).....	15	11.65	8.10
Schaffhausen.....	15	19.10	13.75
Schandau.....	12	11.90	8.85
Solingen.....	7	7.85	5.80
Spa.....	10	10.50	7.60
St. Moritz.....	44	28.40	22.55
St. Petersburg.....	50	39.80	25.85
Stettin.....	9½	10.85	7.85
Stockholm.....	36	26.75	20.50
Strassburg.....	13½	15.15	11.70
Stuttgart.....	12½	15.60	11.30
Teplitz.....	15	13.50	10.00
Thun.....	27	21.70	16.00
Trier.....	15	13.10	9.75
Triest.....	40	32.95	23.85
Turin.....	35	29.90	21.10
Venice.....	39	29.30	23.00
Verona.....	33	35.50	26.00
Vichy.....	27	27.25	19.90
Vienna.....	24	21.20	15.10
Warsaw.....	23	21.00	15.50
Weimar.....	10	8.85	6.20
Wiesbaden.....	9¼	11.90	8.80
Wildbad.....	13	15.15	11.00
Wildungen.....	8	7.20	5.25
Würzburg.....	12	10.85	8.00
Zürich.....	24	20.75	15.00

RETURN ACCOMMODATION.

EVERY year as Autumn approaches reports are current of the trouble and delay suffered by homeward bound travelers from the lack of accommodations on steamers, and, as passengers arrive here, complaints are heard of the inadequate manner in which rooms, finally secured after a delay of many days—often on a less preferred Line—met the wishes for comfort. An otherwise pleasant and enjoyable trip is thus marred at the very end.

To some extent a reason for this apparent lack of accommodations may be found in the following facts, which may also suggest to the passenger desirous of securing comfortable rooms both to and from Europe, a means of escaping annoyance therefrom.

The "traveling season" from New York extends from the last two weeks of March to the last week in July; a period of something more than four months. During this time all steamers leave New York with full passenger lists. Ninety-five per cent. of these passengers desire to return in the period from the first week of August to the last week of October—a period of less than three months.

The passenger bent upon having comfort on board ship, will readily realize that it is to his advantage to engage his room or berth before he leaves New York.

OELRICHS & Co., New York, on direct order, or on application through agents, will engage rooms or berths from Southampton, Bremen or by the *Mediterranean Service* from Genoa, either by letter, requiring about 4 weeks time, or by cable, cable expense to be borne by passenger.

When rooms and berths are engaged in New York for passengers from Bremen, Southampton or Genoa, the total amount of passage money must be paid before 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.

NORTH GERMAN LLOYD STEAMSHIP CO.

NOTICE.

ORDERS to report the arrival of steamers of this line should be left with the Western Union Telegraph Company at any of their offices; on the arrival of the steamer off Fire Island or Sandy Hook, notice of arrival will be sent by the W. U. Tel. Co., day or night, to the address given.

Steamers of this line usually make the run from Fire Island to Quarantine in about three hours, and from Sandy Hook to Quarantine in about one hour.

The usual time from Quarantine to the pier, including the examination by the Health Officer, is about one hour and a half. Steamers arriving in Quarantine up to eight o'clock in the evening may be passed by the Health Officer and may come up to their piers after dark if all conditions of weather and tides, etc., are favorable.

Should steamers not reach Quarantine until after eight o'clock they would remain in Quarantine until after sunrise the next morning.

Letters and telegrams for passengers sent us will be delivered as soon as connection with steamer is made.

Cabin passengers arriving by steamers of this line are landed at the Company's piers, foot of Second Street, Hoboken, N. J. (Take Christopher Street ferry from up-town or Barclay Street ferry from down-town.)

Persons desiring to meet arriving cabin passengers require no pass to admit them on the pier.

To avoid overcharge on the part of hackmen, passengers and their friends on engaging carriages outside of the pier, should ask for the tariff, with which each hack must be supplied.

OELRICHS & CO.

AGENTS.