

1879
PLEASURE CRUISE TO THE BALTIC.
by the ORIENT CO's S.S. LUSITANIA.

CALLING AT

COPENHAGEN,

STOCKHOLM,

ST PETERSBURG

Ur KB:s samlingar

Digitaliserad år 2013

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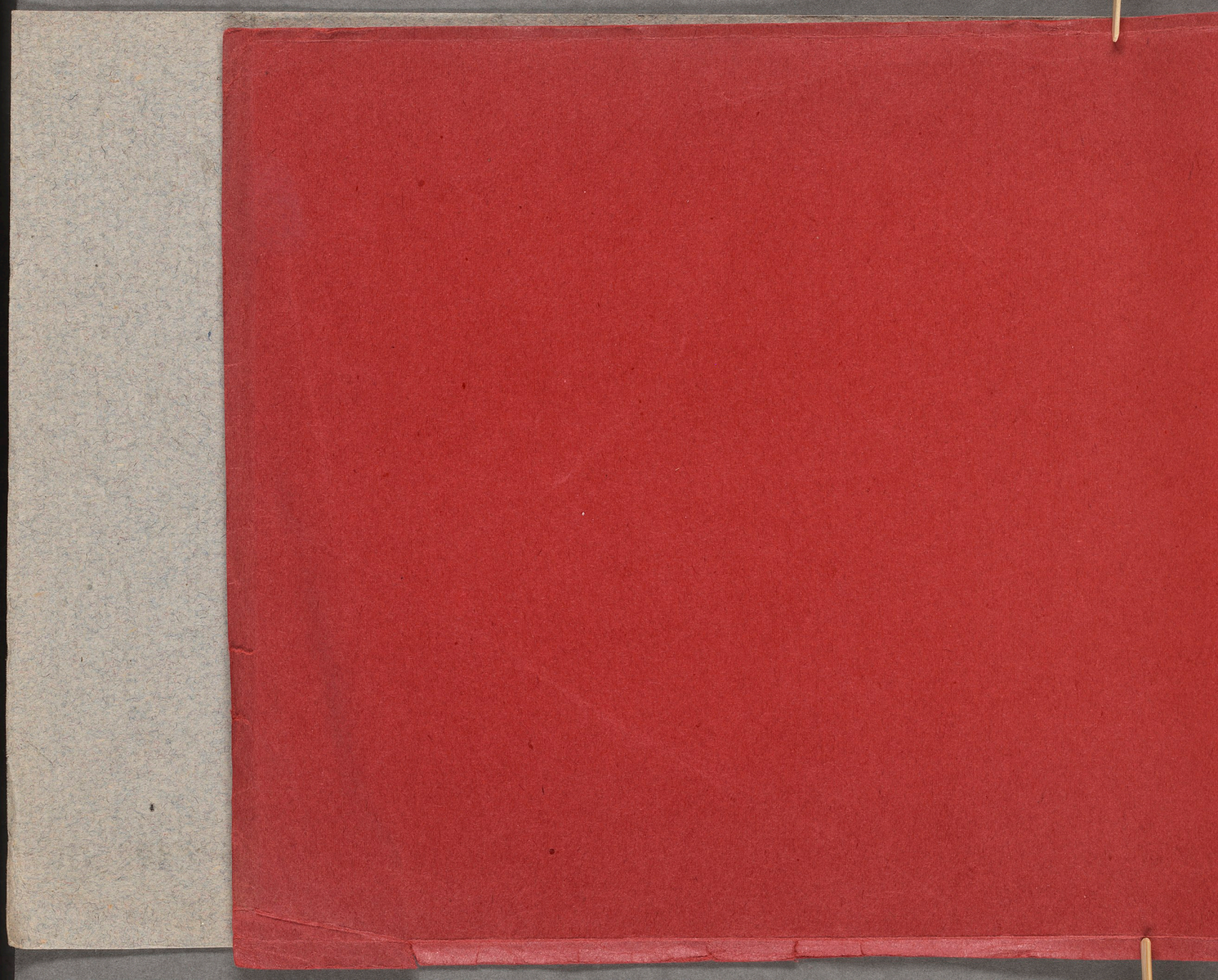
COPENHAGEN,

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ETC. ETC.





PLEASURE CRUISE

TO THE

. . . . BALTIC

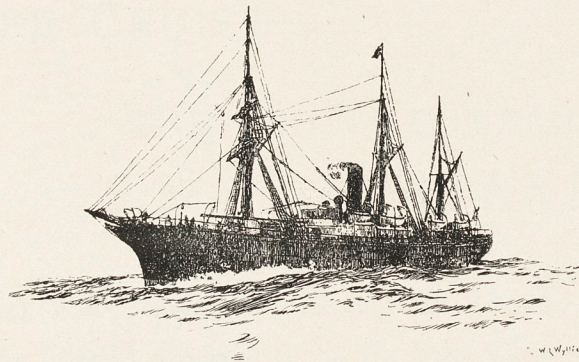




PLEASURE CRUISE

TO THE . .

BALTIC, 



BY THE ORIENT STEAM NAVIGATION COMPANY'S

"S.S. LUSITANIA,"

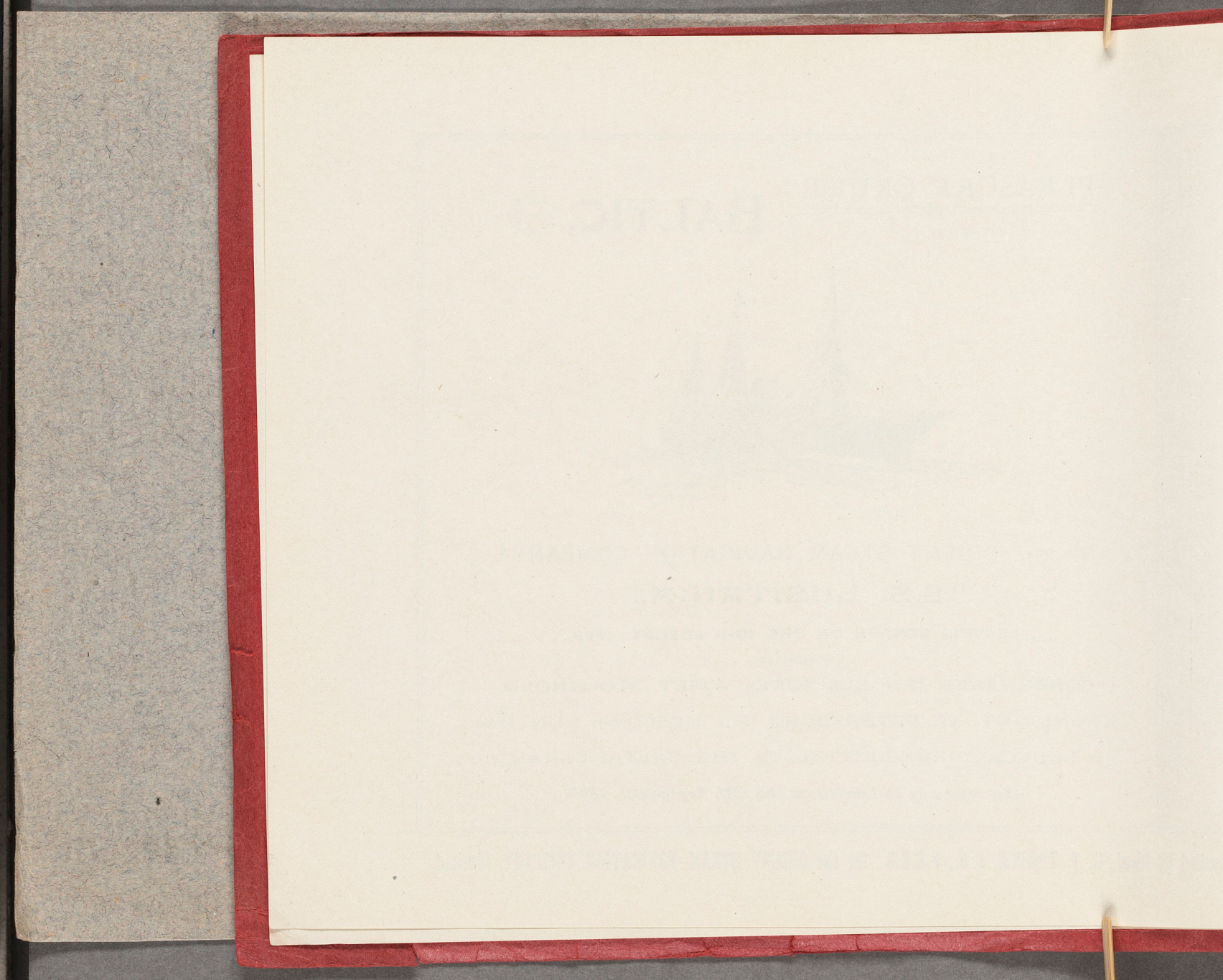
. . LEAVING LONDON ON THE 18TH AUGUST, 1899, . .

. . . CALLING AT . . .

COPENHAGEN (For ELSINORE), WISBY, STOCKHOLM,
KRONSTADT, ST. PETERSBURG (For MOSCOW), KIEL (For
LÜBECK), BRUNSBÜTTEL, *Via* THE BALTIC CANAL,

And returning to London on the 15th September, 1899.

Compiled by Lieut. G. T. TEMPLE, R.N., F.R.G.S., for the ORIENT STEAM NAVIGATION COMPANY, Limited.



PLEASURE CRUISE

OF



THE ORIENT COMPANY'S S.S. "LUSITANIA,"

. . . CALLING AT . . .

Copenhagen (for Elsinore), Wisby, Stockholm, Kronstadt, St. Petersburg (for Moscow),
Kiel (for Lübeck), Brunsbüttel, via The Baltic Canal.

THE derivation of the name "Baltic," first found in the 11th century, in a work of Adam of Bremen, is uncertain. It seems probable that, whatever may be its etymology, that of the Great and Little *Belts* is the same. However this may be, there is no uncertainty whatever about the manifold attractions of a yachting cruise in an inland sea replete with points of interest, of which all the most striking and noteworthy will be either actually visited, or brought under notice, under the most favourable circumstances, and at the best time of the year. Those who join the cruise of the *Lusitania* will see the capitals of Denmark, Sweden, and Russia, as well as the great naval port and arsenal of North Germany and some of the most interesting of the old Hanse towns, and much more besides, of which an indication

will be found in the following pages. Finally, on the return voyage, they will traverse from end to end that great achievement of engineering skill, the Baltic Canal.

The North Sea. The voyage across the North Sea gives us comfortable time to "shake down" for the cruise, to become acquainted with our fellow travellers, and accustomed to our new quarters. Beyond this little need be said, though it is only fair to remark that in such a vessel as the *Lusitania*, which, for size, stability, and luxury leaves nothing to be desired, the passage is generally found to be not only pleasant, but invigorating and restful, so that when we reach the field of more active operations, we are freshened in mind and body, and ready to enjoy with a keener zest the particular features of the tour which may most strongly appeal to our individual tastes. Whatever those tastes may be, it is pretty safe to assert that ample scope will be found for their gratification.

It will be seen that the North Sea is by no means a mere monotonous waste of gray waters, and it would be treating it cavalierly, an offence, in sea-divinity, almost on a par with speaking disrespectfully of the Equator, not to draw attention to the fact that though it is no longer the arena of bitter and desperate fighting, affecting the very fate of nations, as it has been in the past, it is still the scene of not less strenuous, but, happily, more peaceful human effort, and the spectacle of the trawling fleets on the Dogger bank, picturesque as they are, must needs induce some sympathy with the lot of men exposed for weeks at a time in these tiny craft to every vicissitude of wind and weather, though, since the baneful influence of the villainous "Copers," or Dutch floating grog-shops, has been counteracted by the Thames Church Mission smacks and other agencies, they are after all in better case than many of their fellow toilers in crowded cities. However this may be, here some 12,000 men and boys, of various nationalities, diligently glean the harvest of the deep; and amongst the smacks bustle to and fro the busy little "steam-carriers," or hollow-welled steamers, which convey the fish to market. Further out, we may pass through the Scandinavian mackerel fleets, "harling" for these fish with big

white flies on lines set from a spinnaker boom, the bulk of this catch, curiously enough, being destined for transatlantic markets.

A great phenomenon, of which one may often enjoy opportunities at sea for observation, is that of migration. The transit over wide oceans of puny creatures, such as small birds and insects, is so extraordinary, its character still so mysterious and imperfectly understood in detail, as to render all records interesting, and some valuable.

We have all probably a drop of the Northmen's blood in us, and as we approach Skagen, or the Skaw, the northern point of Denmark, a thrill of interest is aroused in students of northern literature by the reflection that we have now reached the very cradle of the Sagas. Mr. Andrew Lang defines a Saga as "neither quite a piece of history, nor wholly a romance." It is a very old story of things and adventures that really happened, but happened so long ago, and in times so superstitious, that marvels and miracles found their way into the legend. The best Sagas are those of Iceland, and if you want true pictures of life and character, which are always the same at bottom, or true pictures of manners, which are always changing, and of strange customs and lost beliefs, in the Sagas they are to be found. Or, if you like tales of enterprise, of fighting by land and sea, fighting with men and beasts, with storms and ghosts and fiends, the Sagas are full of this entertainment.

The stories of which we are speaking were first told in Iceland. When Norway and Sweden were still heathen, a thousand years ago, they were possessed by families of noble birth, owning no master, and often at war with each other, when the men were not sailing the seas to rob and kill, in Scotland, England, France, Italy, and away east as far as Constantinople, or further. Though they were wild sea robbers and warriors, they were sturdy farmers, great shipbuilders; every man of them, however wealthy, could be his own carpenter, smith, shipwright, and ploughman. They forged their own good swords, hammered their own armour, ploughed their own fields. In short, they lived like Odysseus, the hero of Homer, and were equally skilled in

the arts of war and peace. They were mighty lawyers too, and had a most curious and minute system of laws on all subjects—land, marriage, murder, trade, and so forth. These laws were not written, though the people had a kind of letters called runes. But they did not use them much for documents, but merely for carving a name on a sword-blade, or a tombstone, or on great gold rings such as they wore on their arms. Thus the laws existed in the memory and judgment of the oldest and wisest and most righteous men of the country. The most important was the law of murder. If one man slew another, he was not tried by a jury, but any relation of the dead killed him “at sight,” wherever he found him. It was possible, if the relations of a slain man consented, for the slayer to pay his price—every man was valued at so much—and then revenge was not taken. But, as a rule, one revenge called for another, which was duly taken, until perhaps two whole families were extinct and there was peace. The old gods were not offended by manslaughter openly done, but were angry with treachery, cowardice, meanness, theft, perjury, and every kind of shabbiness.

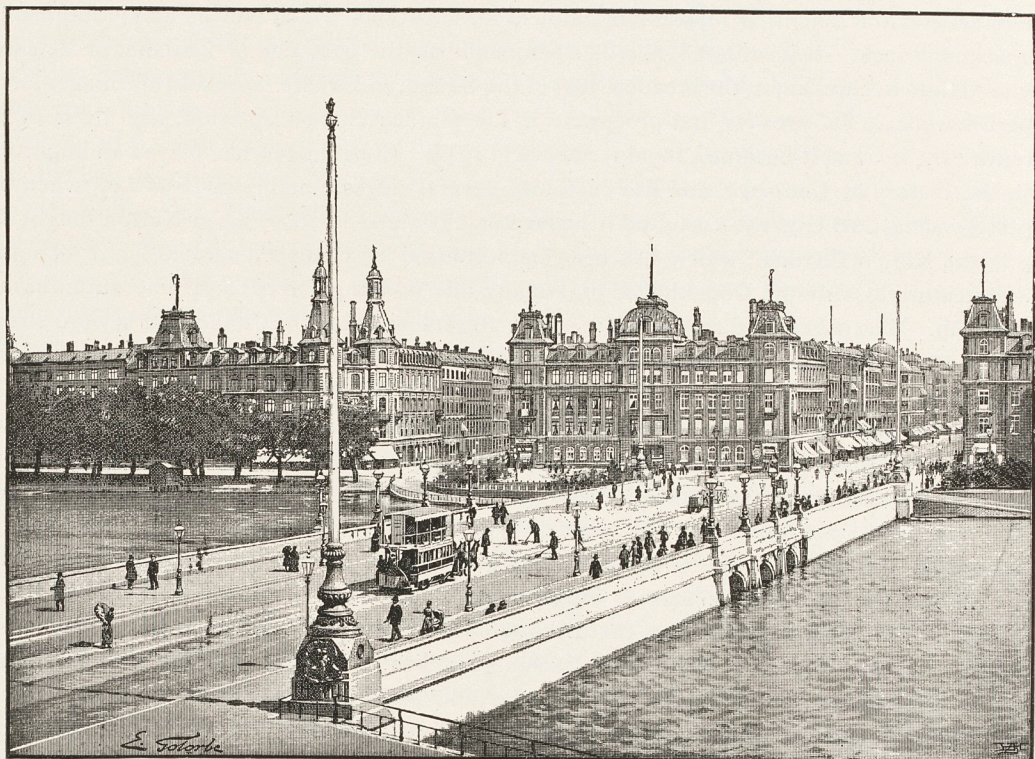
It was from the region northward of the Skaw, which some centuries ago was known as the Vik, or bay, that the old heroes of the Sagas took their once formidable appellation, and at many places on the coasts of Sweden and the Baltic they left representations of their exploits in the “Helleristningar,” or rock drawings. There are also still remains of ancient castles, tombs, stone chambers, and standing stones. To those who are not yet acquainted with the Sagas, the Museums of Copenhagen will be a revelation.

Copenhagen,* the first port at which it is proposed to touch, has a population of about 408,300, including the suburbs, but, although dating from the twelfth century, it contains few old buildings, owing to the destructive fires from which it has so frequently suffered. When first sighted, its steeples and towers appear to rise from the sea against a green background, and the general aspect of cheerful animation and

* In Danish *Kjöbenhavn*—“Buying” or “Trading”—harbour.

friendliness which pervades the whole place, and the dignity imparted by its royal palaces and splendid artistic and scientific institutions, arouse anticipations which will be amply fulfilled on closer acquaintance. It is situated on a flat peninsula on the east side of Zealand, or Seeland, opposite Malmö in Sweden, in the broadest part of the Sound, and where the island of Amager forms a superb harbour. It owes its first prosperity to the famous Bishop Absalon, who lived in the thirteenth century, and it became a royal residence in 1443. Copenhagen has played an important part in the history of Denmark, and has sustained several sieges, notably in 1658—59, when the King of Sweden, Carl Gustav, assaulted it unsuccessfully; and in 1807, when Nelson fought the battle in the King's Channel, which has been immortalised by Campbell's noble lyric. Though not architecturally striking, Copenhagen has many fine buildings, and handsome suburbs are springing up. The old moated ramparts are nearly all removed, and the Citadel and several strong forts now constitute the defences, which, at least on the land side, are not equal to modern requirements.

The city consists of two parts—Copenhagen proper, on the island of Zealand, and Christianshavn, on Amager Island. A drive from Kongens Nytorv, the principal square, along the Langelinie, a favourite promenade outside the citadel at the entrance to the harbour, down the Kjørlighedssti lakes, encircling the inner city on the land side, and on to the shady park of Frederiksberg, would take about two hours, and give the traveller a good general idea of the town. Among the principal objects of interest are Thorwaldsen's Museum, the Frue Kirke, the Museum of Northern Antiquities, the Ethnographical Museum, the historical collection at Rosenborg, and the Round Tower. The Exchange, a beautiful brick building with casements and quoins of gray sandstone, has a very singular and striking spire formed by four dragons, whose tapering bodies are twisted together, while the heads, forming the base of the spire, turn to the four principal points of the compass. Trinity Church has a very fine round tower 120 feet high. Vor Frelsers (Our Saviour's) Church has a curious winding staircase, and a tower



COPENHAGEN, NEW TOWN.

288 feet high. The Churches of the Holy Ghost (Helliggeist Kirke) and Our Lady's Church (Vor Frue Kirke) are also interesting. The latter contains Thorwaldsen's noble statue of the Saviour, also the Twelve Apostles and a kneeling angel. Holmen's Kirke contains the mausoleums of the famous admirals Niels Juel and Tordenskjöld. The prospect from any of these churches takes in the city and harbour, with the long wide plain of Zealand, interspersed with forests and lakes to the westward, while to the eastward is the blue sea, covered with vessels, with the coast of Sweden in the background.

The Royal Palace of Christiansborg, on the south side of the town, was destroyed by fire in 1884. It included the Houses of Parliament, the Library and Picture Gallery, with Thorwaldsen's Museum adjoining, and has been twice rebuilt. The museum fortunately escaped. A large portion of the Royal Library, which contained 550,000 printed books and many MSS., and about 750 pictures, now at the Charlottenburg Palace, were saved.

The Prince's Palace, near that of Christiansborg, contains the Ethnographical Museum, the collection of classical antiquities, the Royal collections of engravings, coins and medals, and the Museum of Northern Antiquities, the most remarkable of its kind in Europe. It was founded in 1807 at the suggestion of Professor R. Nyerup, but was brought to its present perfection by Mr. C. Thomsen, who occupied the post of director for fifty years. This collection was the first in the arrangement of which his celebrated theory of the succession of three stages of civilisation, characterised by the use respectively of Stone, Bronze, and Iron, was carried out; and the fact that so large a collection could be arranged satisfactorily in conformity with that view, has had a very large share in its early triumph amongst scientific archæologists. Between 1866-69 the museum was re-organised by the late director, Dr. J. J. A. Worsaae, whose admirable book, *The Pre-History of the North*, has been translated into English by H. F. Morland Simpson. Worsaae's genius endowed the museums of Copenhagen with voices of the past, which tell us more of man's history



than any other collections in the world. The Ethnographical Museum embraces thirty-five rooms, including Greenland, Chinese, Japanese, and other curiosities, admirably classified and arranged with the object of illustrating the civilisation of the nations outside Scandinavia anterior to the classic period, and the development founded on this by comparison with savage tribes still existing, whose mode of life has not yet assumed the characteristics of modern European culture. Rosenborg Castle, built by Christian IV., is one of the most interesting buildings in Copenhagen. Among its innumerable treasures are the Oldenburg Horn, tapestries, old furniture, gold tables, orders, jewels, numerous relics of the Danish Kings, and a throne of massive silver at the end of the Riddersal. The Amalienborg Palace, the Royal residence, has two statues by Thorwaldsen, Terpsichore and Euterpe. The Anatomical and Botanical Museums are in the University, where there is also a fine library. The Zoological Museum contains an interesting and extensive collection of specimens, and the Mineralogical Museum has considerable scientific merit. The Glyptothek at Nykarlsberg contains a valuable collection of sculpture, the munificent gift of Mr. Jacobsen, owner of the great Karlsberg Brewery.

In Copenhagen the summer evenings are almost always spent out of doors, for the illuminated gardens are then the great social centres of gaiety.

Tivoli. No words can express the loveliness of these evenings. The long, delicious twilight never seems to deepen into night, there is neither damp, nor dew, nor chill, and you take your ices and the celebrated Danish cherry cordial under the shadow of the beech trees, and murmur love and philosophy beneath the stars. The whole scene is strange, brilliant, and beautiful, and gives a most favourable idea of the grace and gentleness of the national manners. Groups of peasants in their picturesque costumes and rich ornaments move about with perfect ease and self-possession, and the amount of female beauty in the crowd could hardly be over-matched in any other European capital.

The drive to Klampenborg, a watering place on the Sound, nine miles from Copenhagen, is a favourite excursion. It stands on a narrow slip of land between the sea and the Deer-park (Dyrehave), an enclosure of about 4,200 acres, divided into two parts by a small river, which supplies the necessary water power for a large paper mill at the outfall in the Sound, and for two factories in the park itself. The southern part of the park, about 2,800 acres, with fine timber, especially magnificent beeches, is a royal preserve, and large herds of red deer and fallow deer may be seen in the glades or under the trees. The large white stags are particularly beautiful. From the Hermitage, a small hunting pavilion, there is a fine view across the Sound to the coast of Sweden. From Charlottenlund, about halfway between Copenhagen and Klampenborg, the carriage road, continued in a magnificent lime avenue, leads to Bernstorff, which is used by the Royal family as a summer residence.

The name of this little town, which has about 3,000 inhabitants, and is on the Elsinore line, 24 miles from Copenhagen, is really Hillerød, but the name of **Frederiksborg.** the castle, which forms the one great point of attraction, is very generally used for the town too.

The original castle of Frederiksborg was built by Frederick II. in 1562, and a part of the present building dates from that time, but the main portion was taken down and replaced by the present palace in the years 1602-8 by Christian IV. On the 17th of December, 1859, a terrific fire destroyed almost the whole of the interior, and a great quantity of valuable historical relics were lost on that occasion, but the walls remained standing, and, thanks to the numerous descriptions and drawings in existence, it was possible to restore the whole exterior of the castle, as well as the interior of the church, in which six Danish kings have been crowned, to its original condition, at a cost of about £40,000. The castle is situated on three islands in a lake, and is one of the noblest and most beautiful palaces in Europe. Mr. A. J. C. Hare

says :—"In the depths of the beech-woods is a great lake, in the centre of which, on three islands, united by bridges, rises the palace, most beautiful in its time-honoured hues of red brick and grey stone, with high roofs, richly sculptured windows, and wondrous towers and spires. Each view of the castle seems more picturesque than the last. It is a dream of architectural beauty, to which the great expanse of transparent waters and the deep verdure of the surrounding woods adds a mysterious charm." On the island nearest the town are two peculiar round towers erected by Frederick II. The entrance to the second island is ornamented by a huge gate-tower, and beyond this the castle, situated on the third island, presents itself. It consists of three wings, with a closed gallery towards the middle court, ornamented with rich and well-executed sculpture. The interior had already, at the time of the fire in 1859, sustained so many changes that scarcely anything remained in its original state save the banqueting hall and the church. The knight's hall, which was also nearly destroyed, has been splendidly restored, and the carved ceiling and tapestry are fine works of art. In a number of rooms which have been refitted, a collection of antique furniture, painting, &c., is being formed. The Tycho Brahe room is interesting, and the decoration very effective.

The church, though much damaged by the fire of 1859, was partially saved, and was rebuilt, redecorated, and reconstructed, in 1864. It is well worthy of a visit. The altar and pulpit, of ebony and massive silver, as well as the font, were saved from the fire. The royal oratory, or "bedekammer," with numerous pictures and carvings, the latter executed by Christian IV. himself, was entirely destroyed, and the facsimile since produced is interesting as a study of the Renaissance. It has been decorated with twenty-four very beautiful pictures of New Testament subjects by Professor Carl Block, full of dignity and tender feeling, and well deserving minute study. In the chapel are the coats of arms of the Knights of the Elephant, and of those who have, or have had, the Grand Cross of the Dannebrog.

The castle, as it now stands, is a monument not only of its builder, Christian IV.,

but also of the national feeling of the Danish people, by whose exertions the restoration after the fire alone was rendered possible. A peculiarity connected with the castle is the great assemblage of rooks from the neighbouring extensive forest, which takes place every evening. The roofs are literally black with the birds, which after about a quarter of an hour's palaver, again disperse. A bridge leads from the middle island through the "mintgate" to the high road to Fredensborg. All round the lake are shrubberies and woods with walks. The Badstuen, or bathing house, is a very pretty little building erected by Frederick II., and beautifully restored by Frederick VII. A splendid view of the castle is obtained from Jægerbakken, a few minutes' walk from the garden. Another fine view is had from the Rokkesteen, which forms part of a gigantic dolmen south of the town. But the finest view in the neighbourhood, and one of the best in Denmark, is from the Skandsebakke, a walk of three-quarters of an hour. The view comprises the whole neighbourhood, the Lake of Esrom, and the Sound in the distance. A walk through the terraced garden, from the highest point of which the view over the parterres, with the lake and rear of the Palace forming the background, is exceedingly beautiful and unique, should not be neglected.

To the north of Frederiksborg, beyond the enclosures properly belonging to it, is a wilder tract of forest called Gribskov, which stretches along the Lake of Esrom a distance of eight miles, enclosing numerous picturesque little tarns, as well as hilly parts with fine views.

From Frederiksborg, a drive through the woods of about five miles, with
Fredensborg. views over Esrom Lake to the left, leads to Fredensborg, which owes its origin to the Royal summer residence of that name which was built here at the beginning of last century. It was finished in 1720, and was named Fredensborg because the treaty of peace (Danish *Fred**) which put an end to the "eleven years' war" between Denmark and Sweden was concluded here. The Palace possesses but little internal beauty

* Pronounced like *fraid* in *afraid*.

besides the entrance hall, which is very fine, and a few good old ceilings with stucco reliefs in the style of Louis XIV. But the park abounds in magnificent avenues, charming flower beds, terraces, sculpture, &c., and its beauty is much enhanced by the Lake of Esrom and its wooded shores. Boats can be had in the so-called Skipperhuus. One of the chief features of the park is "Normandsdalen," containing a number of figures representing Norwegian peasants in national costume.

Elsinore,* a very old town (population in 1890—11,100), is nearly 40 miles from Copenhagen by railway. It commands the narrow entrance to the Sound, and is opposite the Swedish town of Helsingborg, the distance between them being about two miles. The toll for passing the Sound was formerly paid here by all vessels going to, or coming from, the Baltic, and as this necessitated a stoppage they frequently took in supplies before leaving, but as the "Sound dues" were abolished in 1857 the commercial prosperity of the town has declined. Partly to facilitate the enforcement of the impost, and partly to prevent the passage of a hostile fleet, fortified castles were at an early date constructed on each side of the channel. An old square tower is all that now remains of the Helsingborg fortress, but the castle of Helsingör, the well-known Kronborg, still exists. It was built (1574-84) by Frederick II., but has since been modernised, and is now of no importance as a stronghold. It includes a chapel, picture gallery, and lighthouse. George III.'s unfortunate sister, Queen Caroline Mathilde, was confined here in 1772, and her rooms are still shown.

To the north of the town, within a short walk, is Marienlyst, now belonging to a much frequented bathing establishment, but once a royal marine residence. On the terrace behind, "Hamlet's Tomb," a fragment of a column in a circle of trees, is duly pointed out to the anxious enquirer. English tourists, believing, on the authority of Shakespeare, who placed the ghost scene in "Hamlet" on the battlements of the castle, that Hamlet really had something to do

* In Danish, *Helsingör*.

with Kronborg, although he lived in quite a different part of the country centuries before Kronborg was built, used to ask so constantly for his grave that it became necessary to discover it, and this spot being considered suitable and handy, has ever since retained the name. Ophelia's brook had next to be found, and this too was successfully accomplished, and was, on the whole, well chosen. It runs to the north of Marienlyst garden, near a delightful path which skirts the foot of the high coast to Hellebæk, but as there are very few inches of water in this stream, the profane thought suggests itself that, at least at the present time, drowning in it would be attended with some difficulty.

The environs of Helsingör are well timbered, but the beauty of the place is the view of the sea, which in summer is deep blue, backed by the charmingly wooded Swedish coast, with the headland of Kullen, a remarkable isolated mass of granite 900 feet high, in the distance, and enlivened by hundreds of vessels constantly passing through the narrow channel to or from the Baltic. In winter the passage is completely frozen.

As we are now about to enter the Baltic, it seems worth while to

Baltic Sea. draw attention to a few of its physical characteristics. Its whole area, including the Gulfs of Bothnia and Finland, is about 160,000 geographical square miles, and its depth rarely exceeds 100 fathoms, being greatest between Bornholm and Sweden, and least near the mouths of large rivers, where the bottom is being so rapidly raised by deposit that tracts which were once water are now dry land. In the neighbourhood of Torneå, for instance, meadows now take the place of waters which were traversed in boats by the French Academicians, when they were measuring an arc of the meridian. The shore of the Baltic is generally low, and along the southern coast it is for the most part sandy, forming large fresh-water lakes called *haffs*. The Baltic may be considered as the estuary of a great number of rivers, none of them individually of great size, but collectively draining a very large area, which is estimated at about 717,000 square miles, or nearly

one-fifth of the entire area of Europe. It is not only, however, the extent of its drainage area, but the large proportion borne by the rain and snow which fall upon that area to the amount dissipated by evaporation from its surface, that goes to swell the aggregate of fresh water poured into the basin of the Baltic, for there is probably no inhabited region of the whole globe over which so large a quantity of snow falls, in proportion to its area, as in the countries round this basin. The temperature of the Baltic is remarkable for its *range*, which is rather that of a terrestrial than of a marine area, this being doubtless owing in great degree to the fact that its shallowness and the low salinity of its water allow a large part of its surface to be frozen during the winter. In the British Islands, the range between the *mean summer* and *mean winter* temperatures is only about 20° , while over the Baltic area it is about 40° . The greater part of the Gulfs of Bothnia and Finland is usually frozen over during the winter, and masses of ice, conveyed by the currents into the Baltic proper, freeze together as the winter advances, and form vast fields, while it happens sometimes, though rarely, that large portions of the Baltic itself are continuously frozen over. The curious phenomenon of *the formation of bottom-ice* is very common in various parts of the Baltic. In calm weather, shallow water is often covered in a very short time with small plates of very thin ice, which can be seen coming up from below, rising edgeways towards the surface, often with such force as to lift themselves several inches out of the water. When the fishermen notice these ice-plates coming up in large quantities, they at once make for land, as they know that they might otherwise be soon completely ice-bound, as, if the water is tolerably still, the plates will soon cohere into a continuous rough sheet of ice. When bottom-ice forms over the shallows near the sea-shore, large blocks of stone are frequently frozen into it, and these, being lifted when the water rises in early summer, are often transported by currents to considerable distances. In this manner a deposit of rocky fragments, some of them 6 or 8 feet across, is being formed at the bottom of the

Baltic outlets. It not unfrequently happens, moreover, that sheets of ice carrying boulders are driven up on the coast during storms, and Von Baer mentions a case in which a block of granite, the weight of which was estimated at between four and five hundred tons, was thus carried during the winter of 1837-8. Much light has been thrown upon the very interesting question whether the waters of the Baltic and the North Sea were subsiding, or the land was rising, to which a great deal of attention has been given during the present century, by observation of the transporting agency of rivers and of ice, and by the numbers of raised beaches which have been formed.

There is scarcely any tidal movement in the Baltic, though there is usually a general movement of the upper waters towards the three channels which form its outlet, and a considerable flow of water through them. There are also considerable variations in the height of the water, caused chiefly by the increase or decrease of the amount of water brought down by rivers, the banking up of the outflow by opposing winds, and variations in atmospheric pressure. As might be expected from what has been stated, the proportion of salt in the water of the Baltic is very much below that of oceanic water, and varies greatly at different seasons. In the Gulf of Bothnia, with the melting of the snow in spring and early summer, when the river-flow is greatest, the surface water is often so little salt as to be quite drinkable, its specific gravity having been found as low as 1.004. But at Christmas, when the sources of the rivers are frozen, it is said to contain six times as much salt as at midsummer, showing that when the river supply is at its lowest, its place is taken by a reflux of salt water from the outside ocean.

The fauna of the Baltic may be regarded as that of a large estuary, having a narrow communication with the sea, its marine inhabitants being such as can adapt themselves to considerable variations in the salinity of its water. Whales rarely enter the Baltic, but porpoises frequent the neighbourhood of the Danish islands, and seals are obtained in considerable numbers at the breaking up of the ice. Salmon are among the most abundant fishes of the

Baltic proper, ascending its rivers from April to June, and salmon-trout are caught in some of its bays. The portion of the Baltic in the neighbourhood of the Danish islands is frequented by various species of *Gadidae*, which do not range further east. In the 14th and 15th centuries there was a considerable herring fishery within the Sound and along the coast of Scania (the southern portion of Sweden), but this fish seems to have latterly quite deserted the Baltic, and rarely shows itself even in the Cattegat. On the eastern coast of Sweden, on the other hand, and in the Gulf of Bothnia, a fish called the *strömling*, which is nearly allied to the herring, being chiefly distinguished by its small size, is caught in great numbers, and is dried and salted for distant markets. The molluscan fauna of the Baltic is chiefly made up of common shells of our own shores, such as *Cardium*, *Mytilus*, and *Littorina*, which can bear an admixture of fresh water, together with several proper fresh-water shells, such as *Paludina*, *Neritina*, and *Lymnaea*, the marine types, however, being remarkable for their very small size, which is often not above one-third of their usual dimensions. There is an entire absence, except in the neighbourhood of the straits, of essentially marine types, and it is an interesting fact that the Danish kitchen-middens contain abundance of oysters, and also of full-sized cockles, mussels, and periwinkles, from which it may be inferred that even within the human period the outside ocean had freer access to the basin of the Baltic than it has now, probably through what is now the peninsula of Jutland, which seems at no remote period to have been an archipelago.

The shores of the Sound are perhaps seen at their best when lighted up by the morning sun, and as the *Lusitania* leaves Copenhagen at 5 a.m. early risers will have a good opportunity of appreciating the beauties of the scene. During the voyage to Wisby the large islands of Bornholm and Öland are passed, and we get a good general view of the island of Götland, or Gothland, a plateau of limestone rock of the Silurian formation, overlaid with sandstone at the south end, rising abruptly from the sea to a height of from 80 to 100 feet. A few isolated hills, such as the Thorsburg, 196 feet, and the

Hoburg, 122 feet, break the general level of the plateau, but the highest summit, 244 feet, is on the island of Lilla Karlsö, to the west of Klintehamn. There are no valleys or streams in the island worthy of mention, but a considerable part of its surface is covered with swamps, and large boulders of granite and porphyry, deposited by ice when most of the island was under the sea, are of frequent occurrence. The limestone rocks are pierced by numerous grottoes, and here and there isolated rocks, from 20 to 40 feet high, called "sten-jättar," or stone giants, have been formed by the action of water. The greater part of the island is fertile and well cultivated; its climate is mild, considering the geographical position, and the town of Wisby boasts of flourishing mulberry and walnut trees, and of ivy climbing luxuriantly over its venerable walls. Gothland forms a separate province of Sweden, and has a population of about 53,000. The principal industries are agriculture and cattle breeding, but quarrying and lime-burning are by no means unimportant resources. Owing to their insular position, the people have retained many primitive characteristics, and traces of their national poetry and sagas still survive. One of the chief curiosities of the island consists in its numerous churches, some of them very handsome buildings, with large detached towers, probably ancient places of refuge much older than the churches themselves.

The history of Gothland is inseparable from that of Wisby, its capital, the ancient "place of sacrifice." In the middle ages, Wisby was the great emporium of the Baltic, and the greatest establishment out of Germany of the Hanseatic League. The wealth of the town in its palmy days was proverbial, and there is a verse in an old ballad which may be thus translated:—"The Gothlanders weigh their gold with twenty-pound weights, and play with the choicest gems. The pigs eat out of silver troughs, and the women spin with golden distaffs." In 1361, Wisby was sacked by Valdemar III. of Denmark, but the largest of his vessels foundered near the Karlsöar, where it is said still to lie, laden with rich treasures. During the following centuries Gothland seems to have formed a refuge for adventurers and marauders of

all kinds. The possession of this "insula latronum," as it was called by Adam of Bremen, was contested by Swedes, Danes, and "Lübeckers," as the Hanse merchants were often called, with varying success, and it was not finally reunited to Sweden, its proper mother country, until 1645, when its prosperity had dwindled to a mere shadow. Wisby, which has now about seven thousand inhabitants, or less than one-third of its population in the days of its mediæval prosperity, is picturesquely situated, partly at the base, and partly upon the sides of the Klint, a cliff about 100 feet high, and now occupies less than half of the area enclosed by its walls. The unused space is covered by gardens, amidst which stand the ruins of several Gothic churches. The town walls, created at the close of the 13th century on the site of still earlier walls, form the most striking feature of Wisby. They are about 2,400 yards in length on the land side, and about 1,970 yards on the side next the sea. From the walls, at equal distances, and in several stories, rise a number of large towers 60 or 70 feet high, provided with embrasures, and resting on the ground, while between them a series of bartizans stand on the wall itself, being supported externally by means of corbels. Between the towers, and under the roof with which the wall is covered, there were passages for the use of sentinels, resting on beams, the holes for which are still visible in places. Many of the towers are still in good preservation, but the bartizans have almost all disappeared. The old moat outside the walls is still traceable, but of the once famous stronghold of Visborg, above the harbour, only a few fragments now remain.

Wisby once possessed several monasteries, and at least fourteen churches, of which only one, the Cathedral of St. Mary, situated at the base of the Klint, is still used for divine worship. It was built in 1190-1225, but was afterwards much altered; it is a mixture of Byzantine and Gothic styles, and its highest tower is 200 feet; the interior is uninteresting. The hill at the back commands an extensive view. The town contains many interesting houses in the Hanseatic style, notably the Burmeister house in the Dånplats, which contains interesting

paintings and German inscriptions. Whether viewed from the sea or the land, the town still presents an imposing appearance.

Leaving Wisby in the evening, the voyage to the Stockholm Archipelago is performed at night, and early next morning we find ourselves in a position of striking, if not unique, peculiarity—surrounded by rocky but well wooded islands, in close proximity to primeval forests, and yet in the heart of a great city of some 290,000 inhabitants, which floats, as it were, partly in the fresh waters of Lake Mälaren and partly in an arm of the Baltic called Saltsjön (the salt sea). No city in North Europe rivals the situation of Stockholm for natural beauty, and while in some respects it fully justifies its claim to the title of the “Venice of the North,” it is cleaner, and, at least as regards the scenery of its environs, more striking and picturesque than its namesake. In 1897, the population of Stockholm numbered 288,602. The oldest part of the city is a group of three islands called Staden, Riddarholmen, and Helgeandsholmen, connected with each other, and with the other islands on which the city is built, by bridges. The Norrbro, a handsome granite bridge spanning the short river which forms the principal efflux of Lake Mälaren, and connecting Staden with the Norrmalm, or north quarter, forms one of the finest streets in the city, having the Hotel Rydberg at one end and the huge square pile of the Palace at the other. One side of the bridge is flanked by a row of good shops, and below the other is the Strömparterre, the most popular café.

The Palace, built on an eminence, was begun in 1697, and finished in 1753. From the massive character of the architecture, and the height on which it stands, this stately edifice forms one of the most imposing objects in the capital. It also contains many splendid apartments, the chief being the great banqueting hall, known as “the White Sea,” 135 feet long and 114 feet wide. The King’s private apartments contain many interesting paintings, pieces of china, articles of *vertu*, and gifts from the various sovereigns of Europe. There is also a valuable collection, including a sword which belonged to Gustavus Vasa, in the

Salle des Armes. Of the Queen's apartments, the Salle des Miroirs is especially remarkable; it is profuse in gilding, mirrors, and embroidery, and when it is lighted up the effect is magical.



ENTRANCE TO PORT OF STOCKHOLM.

especially remarkable
ted up the refectory



In the Riddarhus-torg, or market, is the Riddarhus, or Knight's House. Here the Upper Chamber held its meetings down to 1866, in a large room embellished with the armorial bearings of all the Swedish nobles, and with ceiling paintings by Ehrenstrahl. From the Riddarhus-torg a bridge leads to the Riddarholm, on which stands the Riddarholm Church, the Westminster Abbey of Stockholm, with a conspicuous perforated spire of cast-iron, 290 feet high. The building formerly belonged to the Franciscans, and was founded in the thirteenth century, but fires and restorations have greatly altered it, and the spire is quite a recent erection. The church has long ceased to be used, except as a royal mausoleum. On the walls are monuments to some of the early kings, and the floor is paved with tombstones, beneath which lie many celebrated men. The most famous part is the Gustavus Adolphus burial chapel, built in 1633, in conformity with the plan drawn up by that monarch in 1629. The body of the great king was brought here to be buried from the fatal field of Lutzen, and now rests in the green marble sarcophagus on the south side of the altar. Many members of the present royal house are buried in this church.

A favourite point of view for overlooking Stockholm is a hill called Mosebacken, on the island of Södermalm, the southern quarter of the city. It is not very high, but the fatigue of reaching the summit may be avoided by using the lift, for which a small payment is demanded. The hill is in the grounds of a café, and affords a point of vantage from which a view unrivalled by any other capital in Europe is obtained. The panorama embraces the whole of the great city, and a large area of the surrounding country. In the immediate foreground is Staden, with the Palace and Riddarholm Church towering above it, and beyond these the Grand Hotel and the National Museum. Stretching away in all directions are the gleaming waterways, crowded with all kinds of craft, and wherever the eye turns it rests on a beautiful landscape of island, rock, water, and foliage, fresh and beautiful in the clear northern air, under the bright northern sun.

The hotels of Stockholm are very fine, the chief being the Grand Hotel, which looks across the harbour to the Palace. The view from one of the front windows on a light summer evening or on a moonlight night, when steamers are flitting to and fro between the islands, when



ROYAL PALACE, STOCKHOLM.

, which looks
light summer
islands, when



the lamps are alight in all parts of the beautiful city, and reflected in all directions in the ubiquitous waters, and with the enormous square palace dimly outlined opposite, is unique. Fine open spaces and cafés everywhere abound, and the gardens are thronged at all hours of the afternoon and evening. The chief place of resort is Hasselbacken, on the large island, Djurgården, or the Deer Park. Beyond the grounds of the café a winding road leads up through pine woods to a tower 110 feet high, called the Belvedere, from which an extensive prospect of Stockholm and its environs is presented. On the north side of Djurgården is Rosendal, a royal villa with orangeries, hothouses, and statuary, and adjoining the grounds on the west is the garden of the Trädgårds-Förening, or horticultural society. Among the pleasantest of the shorter excursions from Stockholm is that to Haga and Ulriksdal, which may be made either by land or by small steamer. The Nortulls Gatan, the north prolongation of the Drottning Gatan, beyond the Observatory—which, by-the-bye, commands a fine view of the city—leads direct to the inn of Stallmästeregården, an important omnibus and steamboat station at the west entrance of the royal park of Bellevue, and at the south end of the lake called Brunnsviken. To the left is the entrance to the park of Haga. The steam launches land their passengers close to the royal château, which was built at the end of the last century, but has since been somewhat neglected. The gardens, and particularly the park, with its fine old timber, are the attractions of the place. From Jerfva, at the north end of Brunnsviken, a fine avenue, with a number of pleasant villas, leads to Ulriksdal, the favourite resort of Charles XV., amongst well-wooded rocks. Close to the Church stands a curious looking old house, a facsimile of Rankhyttan, in Dalecarlia, where Gustavus Vasa found refuge in 1521, and where he planned the liberation of his country from the Danes. Instead of taking the Nortulls Gatan, Haga may be reached by way of Carlberg Castle, now a military school, and Solna, where there is one of the oldest churches in Sweden. From Ulriksdal the drive may be continued round the north end of Brunnsviken, past Alkistan, and the hunting lodge at Fiskartorpet, and through Ladugårdsgärdet to Djurgården and

Hasselbacken, returning over the Djurgårds bridge, past the barracks of the Artillery and Royal Horse Guards, the Nybrohamn, the Royal Park, and the Palace, to the Mosebacken Lift.

Like other great European capitals, Stockholm offers much to interest various classes of observers. It has magnificent buildings, like the National Museum, stored with treasures from the Stone and Bronze Ages, and fine collections of ancient church carvings, with many other objects deeply interesting to antiquarians; lovers of literature and students of religious and philosophic thought can make a pilgrimage to the house and study of Emanuel Swedenborg; admirers of the picturesque will delight in the gay, quaint costumes of the peasants from different country districts; and to those who travel for the sake of change, or relaxation of body or brain, few cities present scenes and people more novel and more likely to catch the attention and arouse the interest than the Queen of Mälaren and of the Baltic.

We cannot take leave of Stockholm without recalling what will be to future generations in some respects the most memorable occasion in her history, the reception of Baron Nordenskiöld, one of the greatest, most scientific, and most modest explorers that the world has ever seen, when he returned from his periplus of 22,000 miles, including the accomplishment of the North-East passage, in the *Vega* Expedition. The *Vega* entered Stockholm on the evening of the 24th of April, 1880, followed by a procession in double line of countless flag-decked steamers and yachts, every one of them ablaze with coloured lanterns and fireworks, and even the roar of cannon could not drown the thunder of applause and welcome that arose from scores of thousands of human throats. The whole city was illuminated with incomparable splendour, and the whole populace rose as one man to welcome the hero of the nation and of the hour "home again." The Royal Palace was radiant with a sea of lights and flames, with symbols and cyphers in which the name of the youngest sailor on board the *Vega* was not omitted, and the festivities which followed, under the personal leadership of the King, lasted for *several weeks*. It was a demonstration which did honour, not only to the recipients, but also to the givers, who

thus showed their appreciation of great services rendered in the cause of the advancement of human knowledge and civilisation; and we may fairly hope that it will, as Nordenskiöld himself expressed it, "give encouragement to new campaigns in the service of research, until the natural history of the Siberian Polar Sea is completely investigated; until the veil that still conceals the enormous area of land and sea at the north and south poles is completely removed; and until man at last knows at least the main features of the whole of the planet which has been assigned to him as a dwelling-place in the depths of the universe." That it has indeed already done so can hardly be doubted, when we consider the heroic Arctic achievements of Fridtjof Nansen, at which the whole world stood amazed, and the vigorous campaign which is now being organised to follow them up by a concerted attempt to penetrate the secrets of the Antarctic region.

Upsala. To many people the most interesting excursion from Stockholm is a visit to Upsala ("the lofty halls"), the ancient capital of the country, 41 English miles by railway. It is situated on the river Fyriså, and in remote times was the harbour and business centre of the royal town of Gamla Upsala, about three miles distant, so that like Trondhjem, in Norway, it may be regarded as the historical centre of the kingdom to which it belongs. It has a population of about 22,000, is the most famous university town in Sweden, possesses the most ancient cathedral in the country, and is the centre of an archbishopric. It was a great stronghold of paganism, and many heathen mounds and tombs yet remain in the neighbourhood. The strongest opposition to Christianity was exhibited and nourished here. The most prominent object in the town is the cathedral, which, like most Scandinavian buildings, has suffered much from fire; it is a fine architectural structure, but the chief interest centres in its monuments. Gamla Upsala is famous for its tumuli, or ancient mounds, one of which is 60 feet high, and 232 feet round. It has also a curious old church, incorporating a heathen temple, one of the most ancient remains in the north of Europe.

From Stockholm we steer direct for the Gulf of Finland, and when almost exactly half-way to St. Petersburg, we pass between Helsingfors and Reval. **Helsingfors** and **Sveaborg.** Helsingfors stands in a very romantic situation, on a rising shore near several rocks and immense fragments of granite, and near it is Sveaborg, the Gibraltar of the north. This fortress is not less singular in its construction than remarkable for its strength. It consists of six islands, which lie within a circumference of four miles, or rather, strictly speaking, the three largest of these islands, connected by bridges, form the fortress itself, while the other three serve as outworks. The works are partly blasted from the granite rock, and partly built of the same material. In both the first and second wars of Finland, when the place was practically impregnable, having regard to the then existing appliances of war, it was surrendered by treachery to the Russians.

About 130 miles steaming from Sveaborg brings us to the famous island **Kronstadt.** of Kronstadt, a striking point of interest, about 17 miles from the capital. Kronstadt, the port of St. Petersburg, has about 48,000 inhabitants, including the garrison of 25,000 men. The fortifications, begun by Peter the Great in 1703, have been greatly strengthened since the Crimean war, and, with the harbours, docks, and basins, have cost enormous sums of money, and thousands of lives. The Ship Canal between Kronstadt and St. Petersburg, opened in May, 1885, is 700 feet wide, the deepest channel (22 feet) having a breadth of 280 feet, or double the width of the Suez Canal. Proceeding up the Neva, we shall see Peterhof, the summer home of the Imperial family, at some little distance on the right, the glittering domes of St. Isaac's Church, the Garrison Church, and the thin needle-like spire of the Admiralty.

St. Petersburg. St. Petersburg, the splendid-looking metropolis of the Russian Empire, is situated on the river Neva, near its entrance into the Gulf of Finland, where it is divided by islands into four channels called the Great and Little Neva.

The dead flat on which the city now stands was a morass occupied by a few fishermen's huts when Peter the Great began to build, in 1703, a small hut for himself, and some wooden hovels. In 1710, Count Golovkin built the first brick house, and the next year the Emperor laid the foundation of another. From these small beginnings rose the imperial city of St. Petersburg, "a strange mixture of great palace-like houses and mean hovels." The river, which is as broad as the Thames, and in many parts broader, is deep, rapid, and clear. The quays, magnificent works in granite, form noble uninterrupted walks for several miles on each side. Nicholas Bridge is a permanent structure of seven iron arches on granite piers. The Alexander Bridge is 1,340 feet long. The others are floating timber bridges, on which no smoking is allowed. They are removable in winter. The ice breaks up about the first fortnight in April, and no one who has not witnessed it can imagine the appearance of the river at this season. It becomes a raging torrent, rolling down icebergs and immense domes of snow in chaotic confusion. The thaw only lasts three days, after which the navigation is formally declared to be open. St. Petersburg has suffered much from disastrous inundations.

The chief thoroughfares, which are broad, straight, and of immense length, are called "Prospekts" or "Perspectives." Three of the principal ones meet in a point at the Admiralty. That called "Vosnesenski" leads to the Warsaw and Baltic Stations; "Gorókhovaia" to the Tsarköe Seloe Station; and the "Nevski Prospekt," the Regent Street of St. Petersburg, leads to the Moscow Station and the Nevski Church, or Church of the Neva. The "Nevski Prospekt" is nearly three miles long and 120 feet broad; it is full of shops, palaces, churches, etc., on each side, and is the great artery of the city. Out of this street there is a large arcade or bazaar, which is traversed by the Moika, Ekaterina, and Fontanka canals.

After the streets, we must notice the squares, whose vastness corresponds to the proportions of the city. In the square of Isaac, where a hundred thousand men pass easily in review, are some of the finest buildings and monuments in the city—the Winter Palace,

the Hermitage, the Senate, the Admiralty, the Etat Major, the column of Alexander, the equestrian statue of Peter the Great, and St. Isaac's Church. Another remarkable square is the Sennaia, where the great market of St. Petersburg is held. During the Christmas festivities the Sennaia presents a spectacle entirely foreign to anything of the kind in the rest of Europe. It is then crowded with sledges from remote parts of the Empire, and these sledges are so many butchers' shops, or rather larders, of a unique description. The Marquis de Custine gives a graphic account of pigs, sheep, calves, etc., frozen stiff, standing upright as in life, and seeming to challenge a purchaser.

Wherever you turn in St. Petersburg you find handsome and colossal structures. Such are the Academy of Fine Arts, with its granite sphynxes; the University; the Custom House; the Romanof Museum; the Marble Palace; the Foundling Hospital; and numerous churches of striking splendour. In fact the number of magnificent palaces and public buildings is so great that we can do little more than barely notice some of the most remarkable. The Winter Palace (Zimny Dvoréts) contains the Crown Jewels, and rooms full of portraits and battle pieces. It was commenced in 1754, and finished in 1762, for the Empress Elizabeth, and was restored in 1839 after a fire. It is three stories high, has a frontage of 700 feet, and is nearly square. When the Emperor is resident, upwards of 7,000 persons inhabit the building. The Emperor's reception room, or Golden Saloon, has its walls entirely covered with gold, and the White Saloon has all its decorations of pure white, relieved only by gold. The fine Throne Saloon, or St. George's Hall, is 140 feet long by 60 feet in width. One curiosity consists of a jewelled owl, peacock, and cock, on a golden tree.

The Hermitage, connected with the Winter Palace by covered bridges, was built by the Empress Catherine, and is a most luxurious retreat, rich in works of art of all kinds, in antiquities, rare porcelain, Siberian curiosities, scientific instruments, miniatures, etc. The Emperor's Cabinet contains many rare furs. The modern Hermitage, begun in 1840, and finished in 1852, is in a

light Grecian style, 515 by 375 feet, but rather low. Its atrium, galleries, and the floor, present splendid specimens of columns, obelisks, candelabra, vases of granite, porphyry, marble, and lapis lazuli. On the ground floor Salle VII. contains Greek antiquities, of the Cimmerian Bosphorus, and Siberian curiosities, historical and natural. One of the most remarkable antiquities is the Venus of the Hermitage. The Siberian collection (Closet L) contains a coat of mail of solid gold weighing 30 lbs. Early stone and iron implements (Tartar) are in Closet G. The Porcelain Salle is No. No. XVIII. The Library has some archæological curiosities. The Gallery of Paintings on the first story contains 39 rooms, and is specially rich in works by A. Carracci, Claude, Van Dyck, Cuyp, Guido, Murillo (18), Raphael (the Staffa Madonna), Rembrandt, Velasquez, Wouvermans, and others, arranged in schools. The Gallery of Peter the Great has, among other curiosities, the sword, telescope, books, cane, &c., of the great man, and many things made by him. There are also many foreign curiosities, Japanese, Chinese, &c., besides an Anglo-Saxon cup found in Russia, a glass cup with the name of Anne of Cleves in Latin, and another with the name of Francis Drake. The Hermitage is generally open daily from 10 to 4.

The Taurida Palace, built in 1783 by Starof for Catherine II., who gave it to her favourite Potemkin, is now given up for public use. It contains the great ball room, 330 by 70 feet, or one-sixth of a mile in circuit, and on one side, running the whole length of the palace, is the Winter Garden or Conservatory, which is lined with statuary, and is only divided from the ball room by marble pillars. Enormous chandeliers and silver branches for lights encircle the pillars, which, with the plants and trees in the conservatory, hold upwards of 20,000 wax lights. Other palaces are the Anitchkof, in the Nevski Prospekt, built by Rastrelli, 1748; The Marble Palace, a grand but gloomy looking pile, by Grimaldi, 1770-85; the old Michailof Palace, now the Engineers School, where the Emperor Paul died, built by Brenna, 1800; and the new Michailof Palace, one of the finest in Europe, built by Rossi, 1819-25

The Kazan Church, standing just where the St. Catherine's Canal intersects the Nevski Prospekt, is a superb specimen of what Russian architects, Russian quarries, and Russian mines can produce. Riches glitter here in fabulous profusion, while a subdued light, an intoxicating



THE KAZAN CHURCH, ST. PETERSBURG.

perfume, and strains of almost unearthly harmony, dispose the senses to mysterious impressions. It was built by Voronikhin, 1801-11. Two circular colonnades lead to the entrance, which is adorned by colossal statues. In the interior are fifty-six marble columns, 52 feet high, in a

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double row, each a single block with double bases and capitals, besides marble walls and floorings. There are also some choice paintings, but what attracts the eye most is the balustrade before the sanctuary, with pillars 20 feet high, beams, picture frames, &c., all of solid silver. Our Lady of Kazan is covered with rich jewels. The silver was presented to the Holy Mother by the Cossacks after the campaigns of 1813-14.

St. Isaac's Church was commenced more than a century ago by Catherine II., but was rebuilt (1819-58), by Montferrand, in the shape of a Greek cross, like all other churches here. It is a simple but massive pile, with 112 pillars in the four fronts. Those at the chief entrance are 60 feet high, and 7 feet in diameter, all highly polished round granite monoliths from Finland. The foundation alone cost £200,000. The dome, 296 feet high, is surmounted by a golden cross, and covered with copper overlaid with gold, forty-two measures (equal to fourteen bushels) of ducats having been melted down for the gilding. The altar screen is of immense value, and there are several mosaic pictures and malachite ornaments. This church was intended to become the religious wonder of the Empire, and nothing was spared in its construction. Finland has supplied its most beautiful marble and porphyry, Italy its finest marble, and eminent artists have contributed their genius to its erection; and yet good judges doubt if it will ever produce an effect commensurate with the care and cost bestowed upon it. Seen from a distance it presents a dark unshapely mass, suggesting the tomb of some ill-omened prophet, rather than a temple raised to the Deity. The Cavalry Boulevards, leading to St. Isaac's Church, are one mile in length.

St. Alexander Nevski may be mentioned as next in size to the Kazan Church, and the Preobajenski for its military trophies. There is also a church on the spot where Alexander II. was murdered in 1881.

The old Fort, begun by Peter the Great, and now a state prison, contains the mint, and stands, with the Cathedral of St. Peter and St. Paul, near the Troitski Bridge. The cathedral

contains many trophies, and is the resting place of Peter the Great and his successors, with the exception of Peter II., who is buried at Moscow. Near the fort is the hut of Peter the Great, protected by a building of wood and glass, part of which is used as a chapel, while the other half contains the furniture and other mementos of the great emperor. On the south side of the Neva is St. Petersburg proper; so that standing on the ramparts of the fort, and looking over the river, you have before you the fine quay on which are the Marble Palace, the residence of the Finance Minister, the Michael Palace, the Embassy, Hermitage, Winter Palace, and many other fine buildings. A little to the left is the West end of St. Petersburg, the residence of the nobles, etc., in the quarters called Lithania and Moscovskaia, near the Liteinoi bridge. To the right is Vasili Ostróf (Basil's Island), on which are the Academies of Arts and Sciences; the University, founded in 1703; the Exchange and Custom House; the Marine Cadets' School; and the School of Mines, having a Museum rich in minerals, perhaps the finest in the world, such as emeralds, amethysts, etc., a block of malachite weighing 4,000 lbs., and valued at £19,000, and a lump of gold weighing 80 lbs. The Academy of Arts, a Doric pile by Kakorinhof (1788), has a collection of pictures in seven or eight rooms. The Academy of Sciences, built by Zakharof in 1799, has a library of 150,000 volumes, and contains Oriental, Egyptian, and other remains, with an ethnographical museum, and collections of natural history, minerals, plants, etc., including the great Siberian elephant and mammoth.

The equestrian statue of Peter the Great, by Falconet, erected by Catherine II. in 1782, is a very striking object. It is of colossal size, and stands on a huge pedestal of granite, between St. Isaac's Church and the river. Another statue of Peter faces the Engineers' School. On the opposite side of the church is an equestrian statue erected by Alexander II. to his father Nicholas, the bas-relief in bronze representing the principal episodes in his life. The Alexander column by Montferrand (1832), near the Winter Palace, is also a very fine monument;

it is 150 feet high, the red granite shaft measuring 80 feet. Catherine II.'s statute is in the Nevski Prospekt. The Romanof Obelisk, by Brenna (1799) is a bronze, 82 feet high. A statue of Suwarrow, or Suvorof, is in the Champ de Mars, near the Summer Gardens, and in the latter is the statue of Krylof, the Russian fable-writer.

The Imperial Library, on the Nevski, is a large building containing about a million volumes and 25,000 MSS., with Tischendorf's valuable *Codex Sinaiticus*, and Mary Stuart's *Missal*. It is open daily. The Botanical Gardens, on Apothecaries Island, are well worth a visit, especially the palm houses. The Datschas, or country villas of the nobility and merchants, on the islands, are nearly all built of wood, in every variety of style and colour.

The principal theatres are the Great Theatre, or Opera House, built in 1804 by T. Lomond; the Marie, or native theatre; the Alexander, built by Rossi in 1832; and the Michael, near the Michael Palace. Among other objects of interest are the Moscow Gate, on the old Moscow Road; the Narski Gate, a metal arch designed by Quarenghi; the Lazarof College for languages; and the Institute of Noble Ladies, at Smolni Convent, which was built by Quarenghi about 1798, and is 730 feet long. Near St. Isaac's Church are the Houses of the Senate and Synod, and the Leuchtenburg Palace, with a good gallery. The Hall of Archives is a cast-iron building, in the Gothic style, 142 feet long. There are two great Bazaars, the Gostinoi Dvor in the Nevski, and the Apraxin; and several special museums. The foundling hospital has accommodation for 7,000 children. The population of St. Petersburg has increased steadily ever since its foundation. At the death of Peter the Great it was only 75,000; at the accession of Catherine it had reached 110,000; and it is now about 1,267,023.

There are various reasons, which cannot be entered into here, for amazement at the Czar Peter's choice of a site for his capital. No one can judge of its daring position who has not mounted one of the artificial heights, such as the spire of the Admiralty, and viewed the immense body of waters in which the city seems to float. In fact the real and

peculiar magnificence of St. Petersburg consists in thus sailing, apparently upon an ocean, into a city of palaces. But though it is impossible to regard the position as either happy or advantageous, with regard to most important and essential relations, it is fully explained by the deep impression made upon the mind of Peter I. by the wonders which he had seen worked out by the maritime commerce of Holland, and his ardent genius had easily persuaded him that he could realise on the Gulf of Finland the scene which had presented itself to him on the Zuyder Zee.

Russia has practically two capitals—St. Petersburg representing Western progress, and Moscow symbolising Eastern conservatism. St. Petersburg is Russian, but not Russia, since the ground on which it stands was once a foreign country. Moscow is still the heart and soul of Russian life and nationality, and the real metropolis of the empire, though not the seat of government. It is situated on the Moskva, where the Neglina joins it, at the junction of several railways, 400 miles south-east of St. Petersburg, in 55° N. latitude and 37° E. longitude. In 1812, it was all but destroyed by fire during the memorable invasion of Russia by the first Napoleon. On the 7th of September, the battle of Borodina, about 60 miles to the westward of Moscow, was fought, and the Russians retreated, leaving Moscow to its fate. The city was set on fire by the Governor, Count Rostopchin, and was in ruins when the French entered it on the 14th. Thirty thousand sick and wounded soldiers are said to have perished in the fire, which destroyed more than three parts of the town, but it has all been rebuilt and considerably improved. The French retreated by way of Smolensk and Beresina, near Borissoff, at the end of November. The name of this city gave rise to the "Muscovy" of the old travellers. Here reigned the first "Czar" (Cæsar), Iván, or John, III., 1462-1505; Iván IV., 1533-84, a truculent despot called John the terrible; Michael Romanof, 1613-45, a descendant of Rurik; and Peter the Great, 1698-1725; the first Emperor, and founder of St. Petersburg. The population

is about 822,000. The evening mail train from St. Petersburg reaches Moscow in fourteen hours.

The assertion sometimes made that no city is so irregularly built as Moscow is in some respects true. None of the streets are straight; houses, large and small, private dwellings, public buildings, and churches, are confusedly mingled; but when, instead of looking at it in detail, we consider it as a whole, it must be admitted that few cities are more regularly or more rationally built than Moscow.

It has five divisions, the Kremlin (pronounced Cremléen), containing the ancient palace of the Czars, where Peter the Great was born; the Kitaigorod, or Chinese City, containing the University, the printing house, and other important buildings; the Byelyigorod, or White Town; the Semliangorod; and the Sloboda or suburbs. The original founders settled, without doubt, on the Kremlin Hill, which naturally became the centre or heart of the city at a later period, and nearest that fortified hill lay the Kitaigorod, the oldest part of the town. Surrounding the Kremlin and Kitaigorod lies the Byelyigorod, which again is encircled by the Tver Boulevard and the other Boulevards, forming together one street. Then comes the Semliangorod, also in circular form, and round this runs the Garden Street, and other streets which must be considered as continuations of it. These concentric rings, forming the body of the city, properly so called, are intersected by the Tverskaia, Dimitrevka, and other streets, radiating from the open places round the Kremlin, the common centre. There is nowhere a sufficient length of thoroughfare to form a perspective. The greater number of the streets wind like the paths of an English park, or like rivers meandering through meadows. We always think we are coming to the end, and in every part where the ground is level we appear to be in a small city. Fortunately the site of Moscow is generally hilly. The streets undulate continually, and thus offer numerous points of view whence the eye is able to range over the vast ocean of housetops.

It is difficult to decide on the exact number of the churches in Moscow, the accounts given differ so widely. While some speak of 1,500, others reduce the number to 350, and even to 260. Some count every chapel attached to the larger churches, those in private houses and convents, and those erected over graves, which might easily swell the number to thousands. Some people count the summer and winter churches separately, and others together. There are even some churches in Moscow which do, in fact, consist of several joined together, each having its own name, and being quite apart from the rest. The Church of the Protection of the Holy Virgin, for instance, might be set down as twelve. Lastly, some of the convents have one chief church, and three, four, and even five supplementary churches, in each of which service is only performed once a year; these are passed over in some estimates, and included in others. It is enough to say that the buildings in Moscow destined for divine service are countless. The town, with the gilt and coloured spires of its churches, and its narrow winding streets, is best seen from the tower of Iván Veliki, in the Kremlin; from Simonoff Monastery on the east; from the Sparrow Hill on the south, whence Napoleon first caught sight of it (14th September 1812); and from Petroffski Palace, where he lodged.

Moscow has six hundred cotton, cloth, and other factories, employing many thousand hands, but the centre of attraction is the quaint and gorgeous Kremlin or Citadel, the ancient fortress of the Czars, the dungeon of a nation of giants. This is one of the most stupendous edifices in the world. The site of its foundation is uncertain, but in 1339 it was surrounded by oaken walls. It forms an enclosure nearly two miles in circumference, with five gates, the principal being the Spaski Vorota, or Redeemer's Gate, having over it a picture of the Saviour of Smolensk, held in high veneration. You are required to take off your hat while passing under this gate. The solidity of the walls and ramparts is prodigious, and the nearer we approach the half barbaric, half Oriental glories of the beloved residence of the old Muscovite princes, the more we are astonished. Towers of all shapes and sizes, round, square, pointed like arrows;

belfries, donjons, turrets, vedettes, watch towers, and minarets; steeples of every height, colour, and style; courts, embattled walls, loopholes, machicolations, fortifications of all sorts; whimsical fancies, incomprehensible inventions, all combine to form a tableau which no pen could adequately describe. Entering the square, you see three cathedrals and two other churches, one of which, St. Basil, has eleven spires. Rising above all other objects is the tower of Iván Veliki, John the Great, which is 270 feet high. It contains thirty-four bells, the largest weighing sixty-four tons, and completely dwarfing any bell in this country. The Great Bell, cast in the reign of the Empress Anne, and weighing 200 tons, has been raised from the pit in which it was allowed to remain half buried for two centuries. It is now mounted on a granite pedestal, and fitted up as a chapel. The value of the bell, merely as old metal, is upwards of £66,000. The Cathedral of the Assumption, founded in 1325, and rebuilt in 1472, is decked out with extravagant ornaments, including a silver screen. In this small and somewhat dingy church the Czars are crowned. The Cathedral of St. Michael, close to this, contains the tombs of the Russian sovereigns who preceded Peter the Great, and many splendid ornaments. The Church of the Saviour, one of the most ancient in Moscow, has relics of Stephen of Perm, the first Christian Marytr and Missionary in Russia. The great Imperial Palace, built by the Emperor Nicholas in (1838-49), is without doubt, one of the most gorgeously beautiful palaces in the world. It contains magnificent suites of rooms, and halls dedicated to St. George (white), Vladimir (red), and St. Andrew (blue). They are all 68 feet broad, and are 200 feet, 103 feet, and 168 feet long respectively. The Picture Gallery contains paintings by Raphael, Correggio, and Guido. The Banqueting Room; The Council Hall of the Patriarchs; the old Gold Court; and the Terem, or Czaritsa's private palace, now stored with antiquities, should also be noticed. The treasury contains ancient Russian and German armour, the coronation chairs of different Czars, modern firearms, &c. The throne of the Czar Alexis is studded with 873 large diamonds, 1,223 rubies, and numberless turquoises and pearls. A globe, sent to the Prince of

Kieff by the Greek Emperors Basil and Constantine, contains diamonds, rubies, sapphires, emeralds, and pearls. In the wardrobe are the boots of Peter the Great, and a statue of Napoleon I. Near this are the Arsenal, with its trophy guns taken from the French in 1812, and the Senate House.

The splendid Memorial Temple of St. Saviour, near the stone bridge, is rich in gilt and marble; it has a spire 250 feet high, with five cupolas. North of this church is the great Riding School, 560 feet long and 148 feet wide. The foundling Hospital receives 13,000 children, and is admirably conducted. The National museum contains, amongst innumerable objects of interest, life-size figures in Russian costumes.

It may be said that the national life of Russia, and the interest and attention of the civilised world generally, were recently, in 1896, concentrated for a space in Moscow, but the Imperial magnificence of the elaborate ceremonial of the Coronation of his Majesty the Czar, Nicholas II., are still so fresh in our memory that it is unnecessary to refer to them in detail.

Nijni Novgorod.

Nijni-Novgorod,* 270 miles from Moscow, is situated on the high banks of the Oka, where it loses itself in the Volga. Its position at the confluence of two of the principal rivers of Central Russia is extremely well adapted for commerce, and the largest portion of the internal trade of the Empire centres here. It communicates at once with the provinces of the North, with Moscow, and with the Baltic. The great annual fair, which was formerly held at Makarieff, 56 miles distant, is second to none in Europe in point of value, the business transacted being estimated at nearly £40,000,000. It opens officially on the 27th of July (15th old style), but begins about the 16th of August, and lasts till about the middle of September; it is visited by about half a million persons, chiefly Orientals, and is held in and around the Emperor Nicholas's Great Bazaar, composed of fifty

* Pronounced Nishni-Novgorod. Permanent population in 1891, about 75,000, but it attains 300,000 during the fair.

streets of shops, where they sell rare Kiakhta tea, corn, leather, skins, fruit, madder, wine, cotton, Persian silks, carpets, turquoises, malachite, curiosities from Bokhara, geological specimens from Siberia, and iron ware from Tula (pronounced Toola), the Birmingham of Russia. It has its own hotels, churches, Tartar and Chinese quarters, is surrounded by a canal as a protection against fire, and is drained by enormous sewers. The tower of Minim, the Governor's Palace, and Mouravieff's Folly, are good points of view overlooking the town, the fair, and the rivers Oka and Volga. Passengers wishing to visit Nijni Novgorod can leave Moscow by express train at 9.30 p.m., reaching Nijni Novgorod the next morning at 9.50, returning at 10.5 p.m., and reaching Moscow at 9.45 a.m. on the following day. Sleeping cars are attached to these trains.

Kiel. Kiel, the chief naval arsenal of the German Empire, is situated at the head of the bay or fjord of the same name, the best and safest anchorage and winter harbour on the whole southern coast of the Baltic. The port (3 miles by $1\frac{1}{4}$) is deep enough for the largest ships. Although an ancient city, and one of the old Hanse towns, Kiel has never been wealthy, or in possession of much commerce, but since the absorption of Holstein by Germany it has been converted into a powerful fortress, and may be regarded as the Sebastopol of the Baltic. It derives its present prosperity from the large garrison, and the immense sums expended on strengthening its defences, while the Baltic Canal opens up illimitable possibilities for the future. The population is now about 85,666. There is a university for about 250 students, with some good collections, especially that of northern antiquities brought from Flensburg by the Russians, and a library. The Ducal Palace is now used for public offices, and the Thaulow Museum is devoted to a collection of carvings and other objects of art produced chiefly in Schleswig. There are charming drives and walks, commanding the lovely scenery of the bay, in every direction, particularly to Dünsterbrock, situated on the western shore in a fine beech wood.

Lübeck.

The *Lusitania* is due at Kiel on September 11th, at 7 a.m., and passengers can leave at 9 o'clock for Lübeck, arriving there about 11.30 a.m.

The old Hanse town and seaport of Lübeck is picturesquely situated on a ridge between the rivers Trave and Wackenitz. It was founded by the Emperor Conrad in 1066 A.D., and was repeatedly destroyed by the Danes. In the beginning of the 13th century it was declared a free imperial city by Frederick II., and at a later period it entered into, and subsequently became the most considerable of, the towns forming the Hanseatic league, earning for itself the name of "the Carthage of the North." From 1260 to 1669 Lübeck maintained a prominent position as the seat of the government of the confederation, the repository of its archives, and the station of its fleet, to the command of which she was entitled to appoint one of her own citizens, but from the dissolution of the league, her importance diminished, and her commerce decayed until it dwindled into comparative insignificance. In 1895, the population of Lübeck was 83,324.

After the defeat of Jena (1806) Blücher, retreating with the wreck of the Prussian army, and hotly pursued by three French generals, Bernadotte, Soult, and Murat, threw himself into this unfortunate town, in spite of the remonstrances of its senate and citizens, and thereby involved it in his own ruin. A fierce engagement commenced outside the walls, but continued through the streets, ending in the expulsion of the Prussians, and in the sacking and pillage of Lübeck for three days. The French army of 75,000 men was long quartered upon the town to complete its ruin and misery. Until the French gained possession of Lübeck, no Jews were tolerated within the town; they were banished to a neighbouring village, Moisling, which they still occupy almost exclusively.

Lübeck has preserved the character and aspect of antiquity in a high degree, its buildings having undergone little change in external appearance since the 15th century. The houses, distinguished by their quaint gables, and often by the splendour of their architecture, the curious

ancient gateways, the peculiar architectural style of the churches and public buildings, which are all of red and black bricks (brick-gothic), combine to make it one of the most picturesque old towns in Germany ; while the customs of the inhabitants, their extreme cleanliness, the internal arrangement of the houses, with large vestibules serving all manner of purposes, remind one more of Holland than of any other country. The harbour, enlivened by ships and steamers, is bounded on one side by the quay, with its curious old houses and warehouses, and on the other side by the lofty ramparts, which are probably some of the largest mounds of earth ever raised : they are now laid out in walks and drives, and planted with avenues. The ancient walls are almost entirely destroyed, but the 15th century gateways, the Holsteinthor, near the station, and the still more curious Burghthor, are yet preserved ; the former is a good specimen of Norman brick, and the latter a beautiful example of mediæval work. In the Rathhaus is the famous Hall of the Hansa, where deputies from 85 cities used to hold their deliberations, but the interior is too much altered to give an idea of its ancient splendour. Another curious building is the Schiffer Innung, or Shipowners' Guild (1535), very little altered, and still in use. In the Market-place is a stone upon which Mark Meyer, an admiral of Lübeck, was beheaded for not giving battle to a Danish fleet. A handsome new town has risen up to the north of the old one since 1854.

The churches of Lübeck are of considerable size, and have enormous towers and spires, some of which are rather out of the perpendicular, the ground being unsuitable for such huge structures. St. Mary's, in the centre of the town, an exceedingly lofty edifice, with timber spires 344 feet high, is the finest building in Lübeck. Besides the brasses and the wood carvings, there are here two pictures by Overbeck, who was a native of Lübeck, viz. : "Entry of our Lord into Jerusalem," and a Pietà, or "Entombment of the body of the Saviour." In a chapel at the east end is a "Dance of Death," dated 1463, which is curious on account of the costumes of the period represented, and also because it was painted 35 years before

the time of Holbein. Further on is a fine picture attributed to Jan Mostaert, painted in three divisions with shutters, in 1518. Behind the high altar there is a remarkable clock, dating from 1405, which sends forth a procession of figures at noon. The Cathedral, at the southern extremity of the town, was begun in 1170, and finished, after many interruptions, in 1341. It was repaired in 1874, and is a perfect museum of antiquities, with some fine brasses and bronzes, and the finest work of art in Lübeck, an exceedingly valuable altar piece. This was painted by Memling in 1491, and is regarded as his masterpiece; it is a tryptich, with wings, covered with a double set of shutters, and represents scenes of the Passion, the Crucifixion, and numerous events in the life of Christ, with noble figures of saints outside the shutters; it is in the finest state, and escaped a journey to Paris by being concealed in the roof of the Cathedral. St. Katharine's and St. Peter's are also worth a visit by connoisseurs of architecture, and the Jacobi-Kirche contains some good pictures.

Besides Overbeck, Sir Godfrey Kneller and the brothers Adrian and Isaac Van Ostade, were born in Lübeck, and their houses are still pointed out, as well as that in which Count Struensee lived, near the Cathedral. The party from the *Lusitania* will return from Lübeck by the 7 p.m. train on the 12th September, arriving at Kiel at 9.30 p.m., but those who prefer to do so can travel by train to Hamburg, spend a day there, and rejoin the *Lusitania* at Brunsbüttel.

Hamburg, the great emporium of Germany, is situated on the north bank of the Elbe, 70 miles from the mouth of that river, and with its rural territory had a total population in 1896 of 697,860. It consists of Old and New Town, and St. George on the east; St. Pauli, or the Berg, the Hamburg "Wapping," divides it from Altona on the west. It is traversed by several "fleetes" or canals, which unite Alster lakes (or Binnen Alster), fed by the Alster, a branch of the Elbe, with the harbour on the river side, where the quays are three miles long. Hamburg was founded by Charlemagne in 805, was

held by the French from 1806 to 1814, and was annexed to the German Empire in 1866.* Formerly the city had no pretension to beauty, but since the great fire in 1842, when above 60 streets and 1,747 houses were destroyed, the whole northern part has been rebuilt, and the part round the Alster basin is equal to many of the finest cities in Europe, being surrounded by good buildings on three sides, viz., Alsterdamm, Jungfernstieg, where nearly all the best hotels are, and Neue Jungfernstieg. The town was formerly fortified by ramparts and moats, but these are now converted into very pretty promenades. The terminal point of the ramparts on the west side by the Elbe, is called Stintfang, or Elbhöhe, and from here the view is very interesting, the harbour being crowded with craft from every part of the world.

There are few sights in Hamburg, but it is a pleasant city in which to spend a day or two. Among the churches, St. Michael's has a fine view from its tower, 456 feet high. St. Nicholas, a beautiful specimen of Gothic, rebuilt by Sir G. G. Scott after the fire, has one of the highest spires in Europe, 471 feet. The Opera House is capable of holding 4,000 persons. The Johanneum is a museum of Natural History and Antiquities, and contains the Town Library of 350,000 volumes and MSS. The Kunsthalle is a gallery of sculpture and paintings, near the Hanse fountain. The Great Hospital accommodates 4,000 patients. The new Law Courts and prison, and the Exchange, are also worth seeing, the latter more on account of the animation prevailing during business hours, than for the architectural merits of the building. The Botanical and Zoological Gardens are also interesting, the latter being one of the best in Europe, and containing an aquarium and concert rooms.

Our visits to Wisby and Lübeck lend special interest to the first great movement in Europe by which the life of the Scandinavian countries was deeply affected. That movement was the growth of the Baltic trade, and more especially of that mighty league of the trading towns of Germany which were

* See also p. 50.

concerned in the commerce of the North, and succeeded in absorbing it almost altogether—the association which went by the name of the League, the Hansa, or, as we generally call it, the Hanseatic League. The growth of the Hansa is an example of one of the revenges which time brings about. For it was the Viking piracies in the first instance, the inveterate marauding which generations of sea robberies had engendered, which laid the germ of the great coalition of the leading Baltic towns. It is true that many of the Vikings, especially the warlike adventurers who came from Norway, were traders as well as conquerors and colonisers, but there was no distinct trading class, such as developed itself in Europe proper, and especially in Northern Germany, after the true Viking age was over; a class which from generation to generation increased its power in the teeth of feudalism, and through initial weakness learnt the need of union, until at last through that union it grew so strong that it could even set the power of kings at defiance.

It so happened that the time when the great Viking expeditions came to an end, and were succeeded by a series of petty raids directed by some one of the northern nations against another, or between rival parties in the same state, was precisely the time when Norway at all events might have reaped greater commercial advantages than have since fallen in her way. For in the full flower of the middle ages, when the fasts of the church were rigidly observed, fisheries, such as the northern cod fisheries, were of the greatest value in the economy of Europe. Undoubtedly the northern fisheries developed largely under the stimulus of the constant demand, and if at the same time a special merchant class, or middlemen, had grown up, Norway might have obtained a high degree of commercial prosperity. As no such class came forward from within the country, it was supplied more or less forcibly from without, and the Hansa, which had been hatched by terror of the northern pirates, grew great enough in its turn to be a terror to the Scandinavian nations.

Wisby, as already mentioned, bears traces of the great prosperity which it attained when

it was the chief Scandinavian city of this famous Hansa, and all along the southern shore of the Baltic we come upon towns—strong-walled towns in the middle ages—which were members of the first and greatest co-operative association. Dantzic, for instance, still contains the immense warehouses which were built centuries ago. Stolpe is another of these towns which to-day is half forgotten ; but its old walls remain. Then we come to a group of the Western Baltic cities, Stralsund, Rostock, Wismar, and Lübeck, which, with Hamburg and Bremen, which had an outlook to the German Ocean, were the founders of the League. Other more inland towns, such as Cologne, joined it, but it was originally designed to command the trade of the Baltic. It soon began to have establishments or factories—kontors as they were called—in Russia, in Scandinavia, and in England. The Hansa was not established without opposition and frequent quarrels, but about the middle of the 14th century it gave such a display of its power that all the Scandinavian countries were reduced to a virtual submission to it. This state of things was provoked by the action of the King of Denmark. During the 14th century, while Norway was sinking more and more into a position of dependence, and was preparing to be united to the other Scandinavian countries, Denmark, after a long period of internal struggle and consequent weakness, once more rose to power under Waldemar, who was called Waldemar “Atterdag”—“Day again.” It was Waldemar who conceived the idea of getting possession of Wisby, the nucleus of the the Baltic trade of the League, He did take the city, as we have seen, but his action brought about a warlike union of all the Hanse towns, the like of which had never been seen before. Hitherto, the League had been apparently only a peaceful corporation, and it was its peaceful attitude which deceived Waldemar into despising its power. Now, under the leadership of Lübeck, the League showed that it could put into the field an army superior to any that the Scandinavian countries—once the scourge of all Europe—could oppose to it. The whirligig of time could hardly have brought a more complete revenge than the famous war which took place in the years 1368—9, and resulted in this league of northern traders defeating the

descendants of the adventurers who had in their day attacked and pillaged half the chief cities of the whole continent. In 1867, Lübeck, Hamburg, and Bremen were occupied by Prussian garrisons; but although no longer independent, Hamburg still remains a free republic, and is one of the greatest commercial centres in the world.

**The Baltic
Canal.**

The opening of the new ship canal between the North Sea and the Baltic, in June, 1895, was a notable event in the history of the German Empire, and the occasion was marked by ceremonies and festivities on a scale commensurate with the magnitude of the undertaking, the procession of warships, German and foreign, being probably the most imposing and magnificent naval display that the world had ever seen, prior to the great Naval Review in the Solent on the 26th of June, 1897. The idea of cutting a canal across Holstein was forced upon the minds of the rich merchants of the Baltic and North Sea ports in the Middle Ages by the dangers and difficulties attending the passage round the north of Denmark. The level character and the geological formation of the soil of Holstein, and the fact that navigable rivers ran through that and the adjacent States near to one another, made the problem of uniting the Baltic and North Seas an easier one to solve than it would otherwise have been. Hence it came to pass that in 1398 the merchants of Lübeck cut a canal, which is still in use though navigable only by small craft, from the Baltic *via* the Stecknitz and the Delvenau to the Elbe near Lauenberg. During the 15th century another canal was constructed from Hamburg to Lübeck. Later on Wallenstein proposed to cut a canal from the Elbe to the Eider, and thence through the lake of Schwerin to Wismar on the Baltic. Oliver Cromwell, when Protector, and in close alliance with Sweden, took up the project eagerly, his object being "to secure to England by the enterprise the unity of the Protestant nations of Europe." To this end he endeavoured to obtain the possession of Wismar by purchase. The realisation of this scheme was prevented by his death. Subsequently, in

1777, the King of Denmark caused the present Eider Canal, which runs from Holtenau to Rendsburg, a distance of some 26 miles, and thence by the navigable river Eider to Tönning at its mouth, to be commenced, and it was completed in 1785 at a cost of nearly £500,000. It was hoped that this canal would be navigable by large vessels, but the difficulties encountered during its construction, and the fact that it was only $10\frac{1}{2}$ feet deep, prevented the realisation of these expectations. Its six locks mitigated also against a rapid transit of the ships using it. Of late years it has been used by four or five thousand vessels annually, but these were trading ships or gunboats of very small size.

After the war with Denmark, Prussia proposed to cut a canal which could be used alike by ocean-going merchantmen and men of war, but the idea was not finally accepted as an imperial measure until 1886, when Prince Bismarck introduced, and succeeded in passing, a Bill authorising its construction at an estimated cost of £7,800,000. The canal was to commence at the mouth of the Elbe between Brunsbüttel and St. Margarethen, and to run thence, *via* Gieselau, to the southernmost bend of the Eider, whence it would follow the course of that river to Rendsburg. From Rendsburg it was to follow, but in a straighter line, the course of the Eider Canal to Holtenau. The works were commenced on the 1st of June, 1887, when the grandfather of the present Emperor, amid a scene of the greatest enthusiasm, laid the foundation stone of a lock at Holtenau. About 7,000 men were set to work on the undertaking, and it was promised that the canal should be ready for opening during the spring of 1895. The lock at Holtenau was finished in 1891, and its gates were opened by the German Emperor. Shortly afterwards the Holtenau-Rendsburg section was opened for the traffic of vessels of small draught.

After the original plans were prepared by Herr Loder and Herr H. Dalström, who strenuously advocated the project, the difficulties of construction made slight modifications necessary. Thus the canal joins the Eider somewhat nearer Rendsburg than was at first intended, and instead of a single lock at Holtenau and three single locks at Brunsbüttel, enormous

double locks were erected at each of these places. The bridges have formed a specially interesting feature of the work from an engineering point of view. The canal is crossed by four lines of railway, and for two of these, fixed bridges have, with the help of enbankments, been constructed at such a height above the water that full-masted vessels can pass underneath with their top-gallant masts housed, the clear space between canal and bridge being between 137 and 138 feet. The two other railways are carried across the canal by means of swing bridges, which are said to be the largest of their kind yet constructed, their lengths being 328 feet, while they stretch across a breadth of 164 feet of water. They can be swung so as to leave a clear course within so short a space of time as two minutes. The canal is a little over 61 miles in length, and is throughout on the same level as the Baltic, where there are practically no tides. It has a breadth of 197 feet at the water level, and fully 72 feet at the bottom, so that a man-of-war and any ordinary merchantman could pass one another wherever they might happen to meet, while there are six huge "bays," or basins, at different points to allow two men-of-war to pass without fear of collision. The depth of the canal is 29 feet 6 inches, and ships are able to enter and pass through at all states of the tide, subject only to the ordinary delays.

The canal commences at Brunsbüttel, some 15 miles from the mouth of the Elbe, and runs thence generally in a north-easterly direction to Rendsburg, on the Eider, a distance of about 37 miles. Not far from Brunsbüttel it passes underneath the noble one-arched railway bridge at Grünthal, and near Rendsburg under three metal swing bridges. From Rendsburg it runs to the Audorfer Lake, where it joins the Eider Canal, and thence *via* Königsförde and Levensau to Holtenau, on the bay of Kiel. The Grünthal and Levensau Bridges are magnificent structures with enormous arches. Besides the four lines of railway, the canal cuts six high roads and thirteen ferries. It is lighted by electricity along the whole of its length, and the larger lakes, one of which is 4,000 feet long, are lighted by gas lamps on buoys. Separate harbours of large size have been constructed at

Brunsbüttel for the use of trading ships and of vessels of the Imperial German Navy. The official statistics relating to the fourth year's working of the canal (to 31st March, 1899) show that the traffic goes on increasing, and the amount of dues collected is still growing from year to year, though the question of profit is not so important a consideration as it would be in the case of a purely commercial enterprise. It is evident that the canal is of considerable military significance, and creates a new factor in the European situation. The duration of the passage through the canal has been fixed at from 10 to 12 hours, to avoid damage to the sides of the canal by a heavy "wash," but in case of emergency the German warships could pass through in much less time, and would be able to effect movements in about six hours which might possibly take them a day or two by the old route, as the saving is about 300 miles. Therefore Germany obtains a waterway of great strategic importance, and absolutely under her own control. It was principally for the purpose of safeguarding her coasts that the scheme was proposed, and that scheme will be completed when the supplemental canal from Neuhaus, opposite Brunsbüttel, to Bremerhaven, on the Weser, has been dug. She will then possess an internal waterway for the uninterrupted passage of warships from Kiel to Wilhelmshaven. The entrances to the Baltic Canal are already protected by the strong citadels and forts at Kiel, and the defences at Cuxhaven, Neuwerk, and Heligoland, at the mouth of the Elbe.

The passage of the Baltic Canal is the last, but by no means the least, feature of the cruise to which special interest attaches, and the return voyage to London will be more than fully occupied in comparing impressions of the innumerable things seen and observed in the course of the journey. It is difficult to realise all at once how many events have passed before us in a single month, but when we have leisure to review them, we cannot but feel that we have laid up a store of new ideas that will long serve to remind us of our pleasant experiences in the *Lusitania*.

The Managers of the Orient Company desire to express their acknowledgments to Messrs. SAMPSON, Low, MARSTON & Co., for the illustrations of Copenhagen, Stockholm, and St. Petersburg, which were reproduced from *The Capitals of the World*.

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BOOKS.

The following are some of the best authorities to be consulted by anyone who contemplates joining the *Lusitania* in her cruise:—

MURRAY'S *Denmark*.

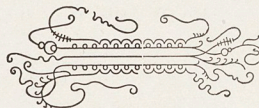
„ *Sweden*.

„ *Russia*.

BÆDEKER'S *Norway and Sweden*.

„ *Northern Germany*.

C. BESEKÉ'S *Der Nord-Ost-See Kanal*.



ITINERARY OF THE PLEASURE CRUISE

. . OF THE . .

S.S. "LUSITANIA,"

18th AUGUST—15th SEPTEMBER.

PLACE.		ARRIVAL.	TIME IN PORT.	DEPARTURE.
	MILES.			
LONDON (TILBURY)	—			Fri., 18th Aug., 2 p.m.
COPENHAGEN	700	Mon., 21st Aug., 8 a.m.	69 hours	Thur., 24th " 5 a.m.
WISBY (GOTHLAND)	280	Fri., 25th " 9 a.m.	8 "	Fri., 25th " 5 p.m.
STOCKHOLM	147	Sat., 26th " 9 a.m.	76 "	Tues., 29th " 1 p.m.
KRONSTADT	376	Thur., 31st " 6 a.m.	6 "	Thur., 31st " noon.
ST. PETERSBURG, for Moscow, &c. 19		Thur., 31st " 3 p.m.	7 days 14 h'rs	Fri., 8th Sept., 5 a.m.
KIEL, for LUBECK, &c.	796	Mon., 11th Sept., 7 a.m.	47 hours	Wed., 13th " 6 a.m.
BRUNSBUTTEL, via BALTIC CANAL 56		Wed., 13th " 5 p.m.	1 "	Wed., 13th " 6 p.m.
LONDON (TILBURY)	367	Fri., 15th " 8 a.m.		

. . . SHORE EXCURSIONS. . . .

COPENHAGEN.—*First Day:* Drive to Klampenborg; lunch at Hotel Bains de Mer; returning by the Royal Deer Park, and the Palace of Bernstorff.

Second Day: Visit the various places of interest in the city—Thorwaldsen's Museum, Rosenberg Castle, the Glyptothek at Nykarlsberg, &c., &c.

Third Day: Excursion to Elsinore, visiting the Castle of Frederiksborg *en route*; lunch at the Casino at Marienlyst; visit the historic Castle of Kronberg, and return to Copenhagen.

WISBY was, until sacked by the Danes under Valdemar III. in 1361, the most important Depôt in the Baltic of the Hanseatic League. It contains interesting ruins of a large number of Churches, one of which, the Cathedral of St. Mary, dating from the Twelfth Century, is still in good preservation. The ancient town walls are still standing.

STOCKHOLM.—*First Day:* Drive through the principal streets to the various places of interest in the surroundings of the city. Luncheon at Hasselbacken. Returning from the Belvedere Tower, whence a fine view of the locality is obtained, Carriages will pass along Strandvägen, by the Barracks of the Artillery and Royal Horse Guards, the Nybrohamn, the Royal Palace, &c.

Second Day: There will be Service at the English Church in the morning. In the afternoon one or two of the picturesque Islands by which Stockholm is bounded on the East, may be visited.

Third Day: Visit the Royal Palace, the Riddarholms Kyrka, the Riddarhus (Knights' House), and National Museum.

ST. PETERSBURG.—The Ship is due to arrive at St. Petersburg at 3 p.m., 31st August. The remainder of that day and the whole of the next will be spent in visiting various places of interest in the city, including the Kasan Cathedral, the Church of St. Isaac, the Fort containing the Cathedral of St. Peter and St. Paul, the hut of Peter the Great, the Picture Gallery, &c.—leave for Moscow on Friday, about 10 p.m.

Saturday, Sept. 2nd: Arrive at Moscow at 11 a.m. The party will be accommodated at the Hotel Moscow, or other first-class hotel. The chief places of interest in the city will be visited, including the Kremlin, its three Cathedrals, the Great Bell, the Palace, Treasury, Arsenal, &c., also the Memorial Church of St. Saviour, the Novo Devitchi Convent, &c., and a drive will be taken to the Sparrow Hill, the position from which Napoleon first (14th Sept., 1812), saw Moscow. Carriages are provided for this purpose.

Sunday and Monday, Sept. 3rd and 4th: Will be spent in Moscow. Carriages provided.

NIJNI NOVGOROD.—During the stay at Moscow an excursion may be made to the famous Fair at Nijni Novgorod, the party to consist of not less than six persons, at a cost of £5 10s. per person additional. This will cover carriage to and from Railway Station, Moscow, railway fare, sleeping car, carriage at Nijni and food and accommodation at the best hotel. Passengers who wish to visit Nijni Novgorod can leave Moscow by express train at 9.30 p.m., and reach Nijni at 9.50 next morning; returning at 10.5 p.m., and arriving at Moscow at 9.45 a.m. on the following day. The Fair is attended annually by more than 200,000 people from all parts of Europe and the East.

Tuesday, 5th: Arrive at St. Petersburg, and in the afternoon visit the Winter Palace.

Wednesday, 6th: See the Royal Carriages, and drive through the city generally. Carriages for the day.

KIEL.—*First Day:* Visit the town and its surroundings, where there are many beautiful walks and drives.

Second Day: Passengers will leave at 9 o'clock for Lubeck, arriving there about 11.30 a.m. This important city is one of the three great Hanse Towns, and is situated on the Rivers Trave and Wackenitz. There are many fine old houses and imposing Churches. At Lubeck were born Sir Godfrey Kneller and the brothers Van Ostade. The Rathhaus contains the celebrated Hall of the Hansa, where representatives of 85 cities formerly met. Holsten Gate is a good specimen of Norman architecture, and the Burg Gate of mediæval work. The Cathedral, dating from the 12th Century, the Marian Kirche, 13th Century, and several other Churches are well worth inspection. Return from Lubeck by the 7 p.m. train, arriving at Kiel at 9.30 p.m., and proceed on board. After leaving Kiel the Steamer will enter the Baltic Canal at Holtenau, distant 2½ miles.

The following alternative Excursions may be made by extra payment of £1 1s.: Leave Kiel 9 a.m. for Lubeck; lunch and dine at Lubeck, and leave by 7.55 p.m. train for Hamburg, arrive 9.6 p.m. Streit's Hotel. September 12th to be spent at Hamburg, the chief port of Germany, founded by Charlemagne, 805. St. Michael's Church has a spire 457 feet in height, and St. Nicholas, rebuilt by Sir Gilbert Scott, has one of the highest spires in Europe (471 feet). The Town Library, 350,000 volumes, is in the Johanneum College. The Kunsthalle or Gallery of Scripture and Painting, The New Law Courts, The Exchange, The Botanical and Zoological Gardens, should also be visited. Breakfast, lunch, and dinner will be provided at Hamburg, and Passengers will stay at the Hotel Streit. Leave Hamburg by early convenient train for Brunsbüttel, the Southern exit of the Baltic Canal, and rejoin the "Lusitania."

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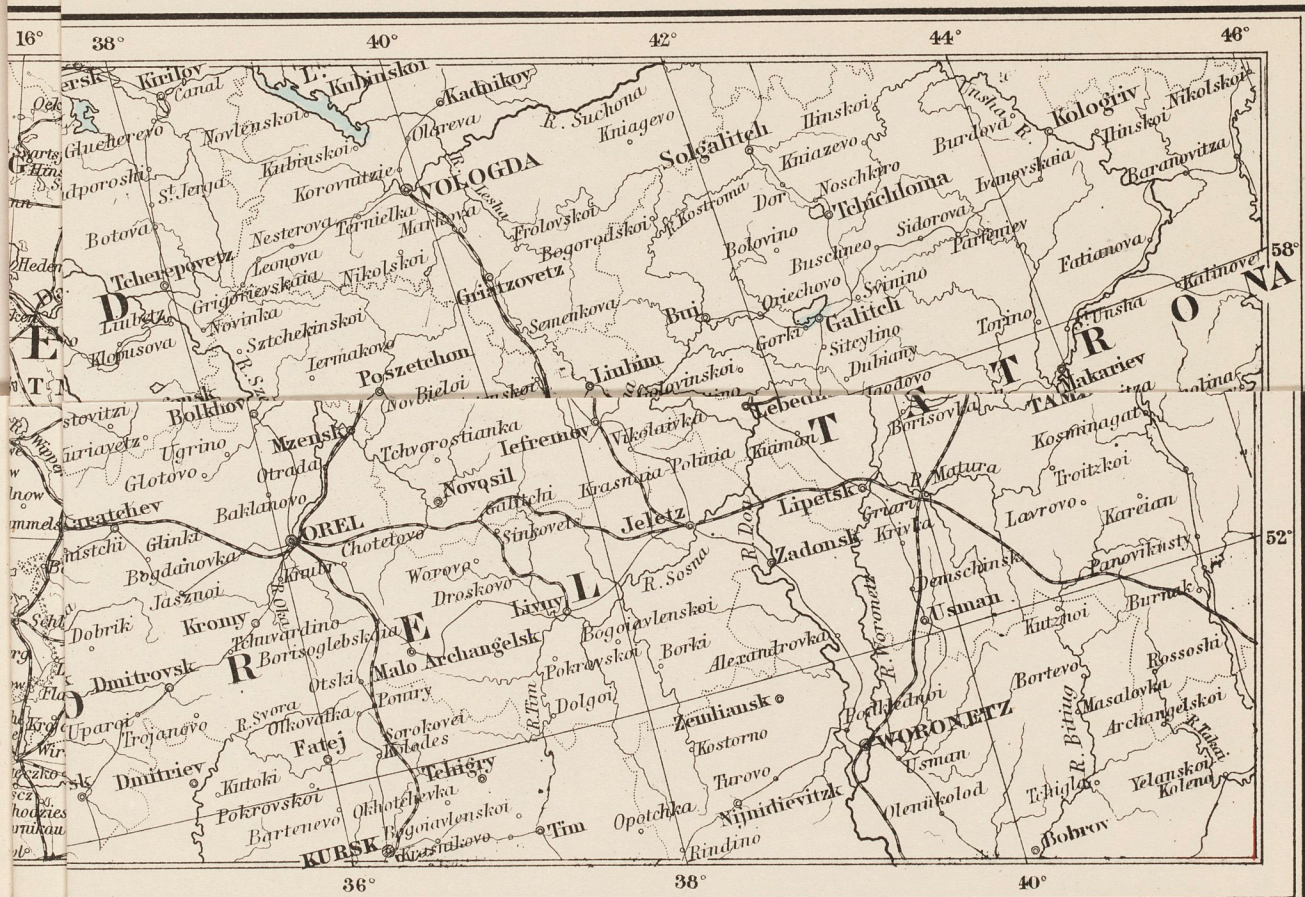
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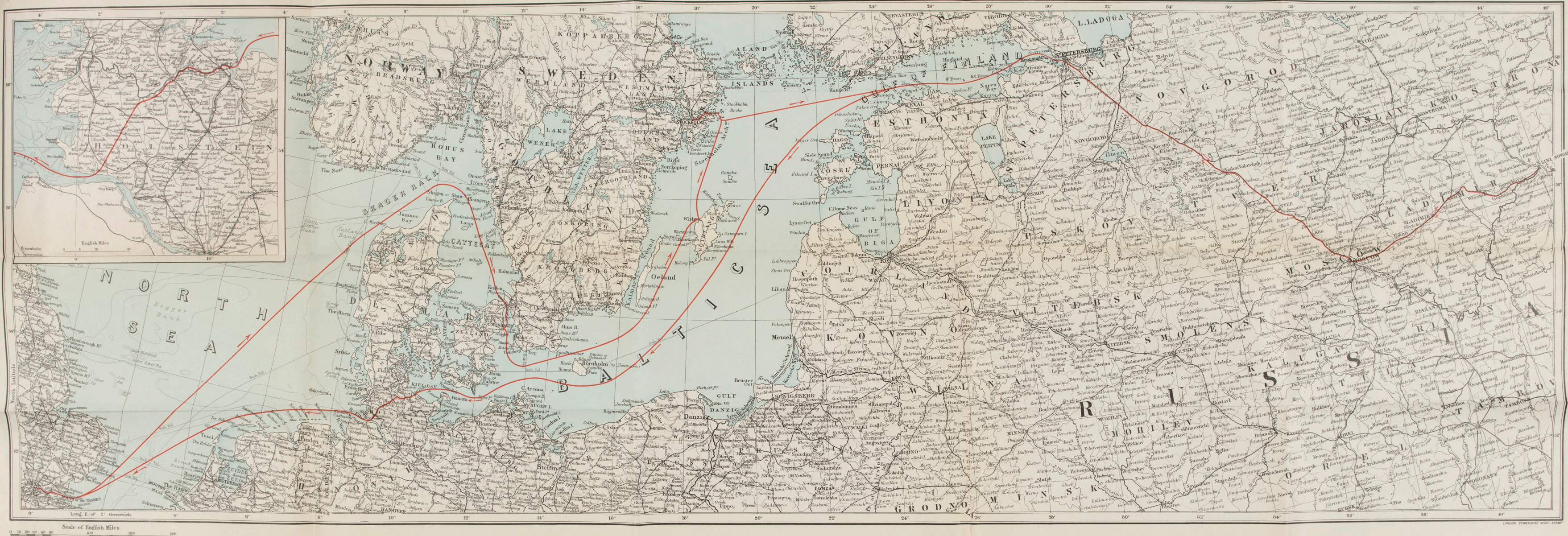
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LL. AUGUST-SEPTEMBER 1899.



LONDON. STANFORD'S GEOG. ESTAB.

MAP SHOWING THE ROUTE OF THE ORIENT STEAM NAVIGATION COMPANY'S S.S. "LUSITANIA" ON HER PLEASURE CRUISE TO COPENHAGEN, WISBY, STOCKHOLM, ST. PETERSBURG AND THE BALTIC CANAL. AUGUST-SEPTEMBER 1899.

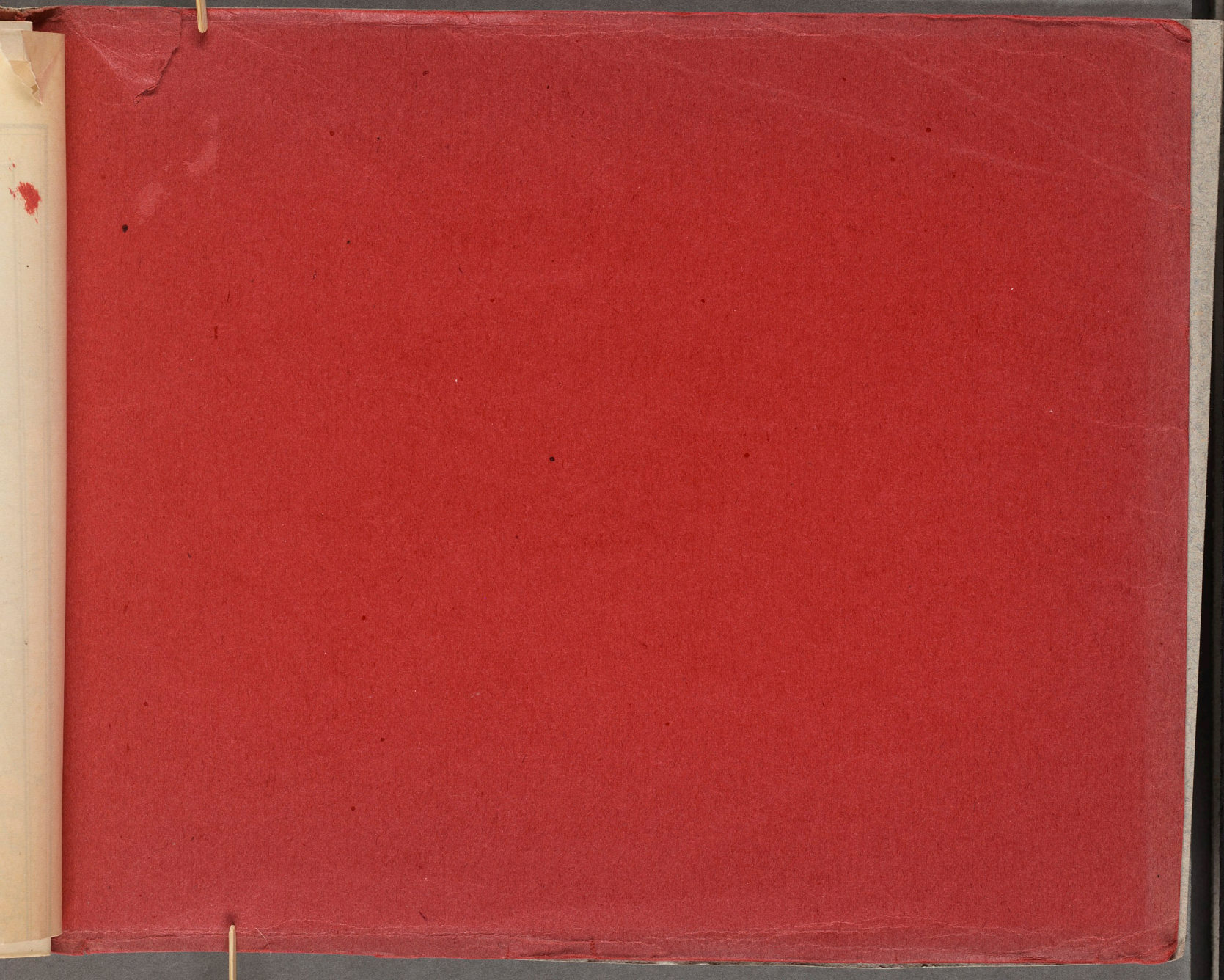


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