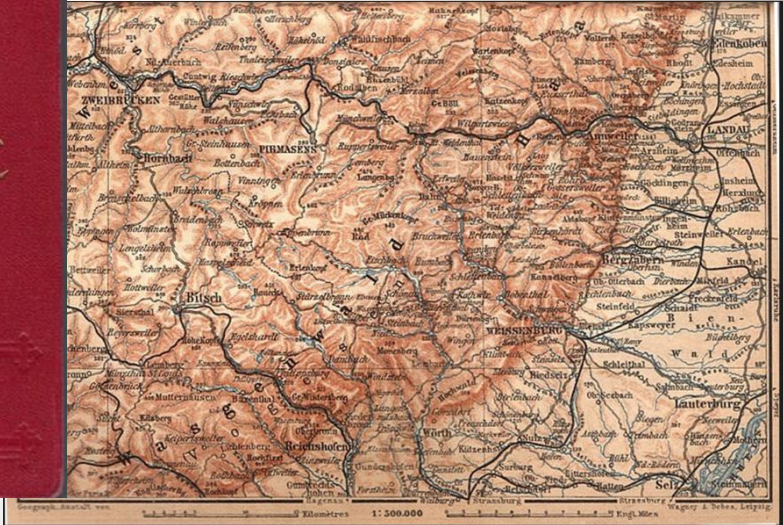
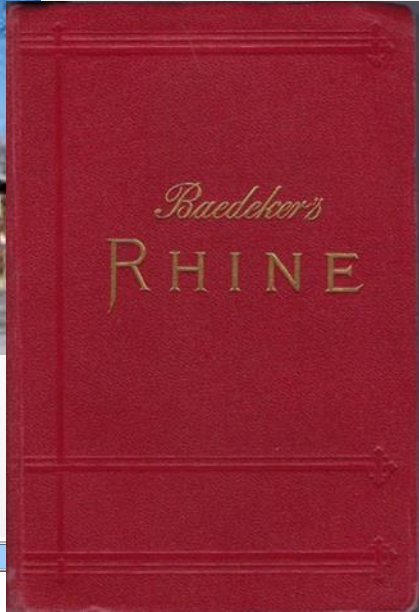


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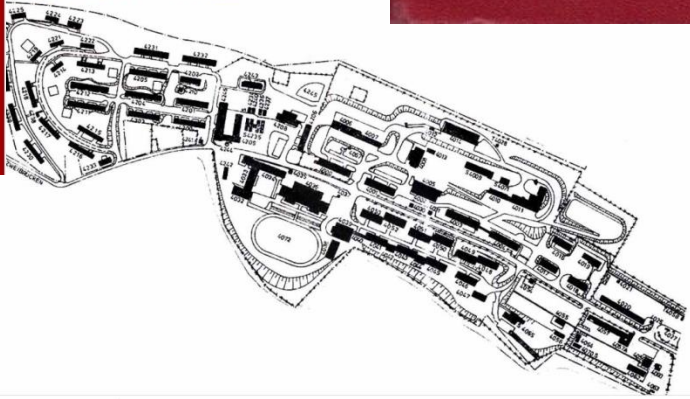
A life-changing experience: Lexington KY, August 1963



U.S. ARMY in GERMANY



Kreuzberg Kaserne, Zweibrücken, late 1970s
(Zweibrücken Information Guide, Zweibrücken ACS, October 1981)
re for annotated installation maps: 1950s; 1960s; 1970s; 1980s



39. From Landau to Zweibrücken. The Vosges of the Palatinate.

Comp. Map, p. 288.

FROM LANDAU TO ZWEIBRÜCKEN, 45 M., railway in $1\frac{3}{4}$ - $3\frac{3}{4}$ hrs. (fares, 2nd cl. 3 M 80, 3rd cl. 2 M 45 pf., express-fares 1st cl. 6 M 50, 2nd cl. 4 M 70 pf.). — The picturesque mountainous district to the S. of the *Queich*, which belongs to the *WASGAU*, is well worthy of a visit, and may be explored in 2-3 days. 1st Day: Railway to *Annweiler*, walk to the *Trifels* and the *Madenburg*, and thence by the *Rehberg* to the *Lindelbrunner Forsthaus* and *Schloss*; about 6 hrs. in all. — 2nd Day: Walk viâ *Vorderweidenthal*, the *Drachenfels*, *Schloss Dahn*, and *Dahn* to *Kaltenbach*, or viâ *Rumbach* to *Schönau*, and *Rumbach*, 6 hrs. — 3rd Day: On foot to the *Wegelburg* and the *Hohenburg* and on to *Fleckenstein*, proceeding thence either viâ *Hirschthal*, *Schönau*, and the *Wasigenstein* to *Niederbronn* (7 hrs.), or viâ *Lembach* to *Weissenburg* (6 hrs.) or *Wörth* ($5\frac{1}{2}$ hrs.).

Landau, see p. 285. The train stops at the W. station, and then ascends the valley of the *Queich*, which soon contracts. — $3\frac{3}{4}$ M. *Godramstein*. From (5 M.) *Sieboldingen* (Adler) a road leads viâ *Birkweiler*, *Ransbach*, and *Leinsweiler* to ($3\frac{1}{2}$ M.) *Eschbach*, at the foot of the *Madenburg* (p. 295). — $6\frac{1}{4}$ M. *Albersweiler*. About $3\frac{1}{2}$ M. to the N.W. is the village of *Eusserthal*, with a Romanesque Cistercian church dating from the middle of the 13th century. The *Orensberg* (1915 ft.), $3\frac{1}{2}$ M. to the N. (white way-marks), is a good point of view. — $9\frac{1}{2}$ M. *Annweiler*, see p. 295; the station lies on the left bank of the *Queich*, the town on the right. The narrow green valley of the *Queich*, at this point known as the '*Annweiler-Thal*', is enclosed by wooded hills, from which the variegated sandstone protrudes in picturesque and fantastic forms. — 12 M. *Rinnthal*; $14\frac{1}{2}$ M. *Wilgartswiesen*, with a handsome church by *Voit*.

17 M. *Hauenstein*. — 21 M. *Hinterweidenthal-Kaltenbach* (**Rail. Restaurant*), a good centre for excursions. Diligence thrice daily from *Kaltenbach* to *Dahn* (5 M., p. 296). — $24\frac{1}{2}$ M. *Münchweiler*. — The line now crosses the watershed between the tributaries of the *Rhine* and of the *Nahe*. 28 M. *Rodalben*. — 30 M. *Biebermühle*.

Branch-line to ($4\frac{1}{2}$ M., in 20 min.) *Pirmasens* (*Breith*, well spoken of; *Rail. Hotel*, R. $1\frac{1}{4}$ -2, D. 2 M.), an industrial town with 25,000 inhab., named after St. Pirmin, who preached here in the 8th century. From 1764 to 1780 the landgrave Ludwig IX. of Hesse-Darmstadt had his residence in the town, which passed to Bavaria in 1815. The Protestant church contains the landgrave's monument.

Several unimportant stations. 42 M. *Tschifflick*, once a summer-residence of Stanislaus Leszinski, the last king of Poland.

45 M. *Zweibrücken* (730 ft.; **Zweibrücker Hof*; **Pfälzer Hof*), formerly the residence of the Dukes of *Zweibrücken*, and known to the literary world as the place where the *Editiones Bipontinae* of classical authors were published. It is now a town of 12,000 inhab., and contains the chief court of the Bavarian Palatinate, which occupies the old castle. When Charles X. Gustavus of the *Zweibrücken* family ascended the Swedish throne, the duchy became subject to

Sweden, which it continued to be till the death of Charles XII. (1719). The *Alexander-Kirche* contains the burial-vaults of the ducal house. The *Rom. Cath. Church* is a handsome building in the Gothic style.

FROM ZWEIBRÜCKEN TO SAARBRÜCKEN, 22 M., railway in $\frac{3}{4}$ - $1\frac{1}{4}$ hr. (fares 2 M 90, 1 M 95, 1 M 50 pf.), viâ (2 M.) *Einöd* (p. 289) and ($1\frac{1}{2}$ M.) *St. Ingbert*, an industrious town with 10,900 inhabitants. The other stations are unimportant. — *Saarbrücken*, see p. 171.

FROM ZWEIBRÜCKEN TO SAARGEMÜND, 23 M., railway in $\frac{1}{2}$ - $1\frac{1}{2}$ hr. (fares 2 M, 1 M 30 pf.). Unimportant stations. — 23 M. *Saargemünd*, see p. 310.

Annweiler (590 ft.; *Schwan*, with garden, R. $1\frac{1}{2}$ -2, pens. 4-5 M), a small and ancient town of 3000 inhab. with a *Rathhaus* by *Voit*, built in 1844, is a good centre for excursions among the mountains of the S. Palatinate. The *Krappenfels*, *Buchholzfels*, and other fine points in the neighbourhood have lately been made easily accessible by means of footpaths and finger-posts.

From the E. entrance of *Annweiler* a road ('*Burg-Strasse*') diverges to the S. from the *Landau* highroad, and from it a footpath (blue marks) ascends to the left through wood. The ancient imperial fortress of **Trifels* (1515 ft.; 1 hr.; refreshments) was founded as early as the 10th cent., but the present scanty ruins date from about the middle of the 12th century. *Trifels* was not unfrequently occupied by the German emperors. Its walls protected the unhappy Henry IV., when excommunicated by Pope Gregory VII. in 1076, and deserted by his nobles. It was here that Richard Cœur-de-Lion is said to have been confined for more than a year (1193-94) by the Emp. Henry VI., until his liberation was effected by the faithful Blondel. After the Thirty Years' War the castle fell to decay. The central tower, 33 ft. in height, and the chapel have recently been restored. In cleaning the castle-well, the spring, cut in the rock, was discovered at a depth of 270 ft. The view is similar to that from the *Madenburg*, but less extensive towards the E.

The hill occupied by the *Trifels* is the northernmost eminence of a range 1 M. in length, the other two summits of which bear the ruins of *Anebos* and *Scharfenberg*, the latter, with its square tower 66 ft. in height, being usually known as the *Münz*. A pleasant path (with blue marks) skirts the S.W. slope of this range, passing these ruins. Farther on it descends, but afterwards again ascends, leading through fragrant woods of beech and pine. The *Wetterberg* remains to the left. In $1\frac{1}{2}$ hr. we reach the **Madenburg* (locally *Eschbacher Schloss*; 1520 ft.; rfmts.), situated above the village of *Eschbach* to the S., the grandest ruin in the Rhenish Palatinate, formerly belonging to the counts of *Leiningen*, afterwards to the bishopric of *Speyer*, and burned down by the French general *Montclar* in 1689. The **View* from the *Madenburg* is one of the finest and most extensive in the Palatinate, comprising both plain and mountain. — From the *Madenburg* to *Eschbach*, 25 min.; to *Klingenmünster* (p. 295), viâ the *Kaisersbacher Mühle*, 1 hr.

The tower on the **Rehberg** (1890 ft.), $1\frac{1}{2}$ hr. to the S. of Annweiler, is another fine point of view. The path to it, indicated (left) by a finger-post in the main street of the village, cannot be missed (white marks; tower at the top).

About 6 M. to the S.W. of Annweiler lies the Lindelbrunner Schloss, which is reached by the highroad to *Völkersweiler* and *Gossersweiler*, and thence by a path through the fields. A pleasanter but somewhat longer route ($2\frac{3}{4}$ hrs.) diverges to the left at *Sarnstall*, $1\frac{1}{2}$ M. to the W. of Annweiler, and leads through the *Rimbach-Thal*, passing *Lug*, *Schwanheim*, and ($1\frac{3}{4}$ hr.) *Ober-Schleibach* (Germann, 5 min. to the left of the path, good wine). — Those coming from the Trifels follow the Madenburg route (see p. 295) to ($\frac{1}{2}$ hr.) the saddle between the Scharfenberg and Rehberg (finger-post) and then skirt the hollow to (25 min.) the stone cross on the saddle to the N. of the Rehberg. Thence they descend to (20 min.) the highroad, to the N. of *Völkersweiler*.

The *Lindelbrunner Schloss* (1445 ft.), the ruins of a castle of the Counts of Leiningen, stands on an isolated hill affording an unimpeded view in all directions. At the foot of the hill is the *Lindelbrunner Forsthaus* (rfmts., also beds).

About 2 M. from the Lindelbrunner Forsthaus lies *Vorderweidenthal* (refreshments at the burgomaster's), and $1\frac{1}{2}$ M. farther on is *Erlenbach*, under the shadow of the castle of *Berwartstein* or *Bärbelstein*, recently rebuilt. Near the latter village we join the highroad from Bergzabern (p. 286; diligence from Bergzabern to Dahn daily, 16 M., in $3\frac{1}{2}$ hrs.), which we follow until we reach a finger-post on the left, indicating the path to ($2\frac{1}{4}$ M.) the picturesque *Drachenfels*, which commands a fine view of Schloss Dahn (see below) and the castellated rocks of this district. We descend on the E. side of the *Drachenfels* and ascend again to *Busenberg* (rfmts. at the castle-keeper's), 3 M. from Erlenbach and $3\frac{3}{4}$ M. from Dahn. Hence we proceed, either via *Schindhardt* or into the ($\frac{1}{2}$ hr.) *Lauterthal*. Here we follow the Dahn road for about $\frac{1}{4}$ M. and then ascend by the second cross-road on the right to the *Fischwooger Mühle* and to ($1\frac{1}{2}$ hr. from the *Drachenfels*) the ruins of **Schloss Dahn** (1110 ft.), locally called the *Erfweiler Schloss*. The steps and passages are partly hewn in the solid rock. The top commands a striking view of the imposing and grotesque sandstone rocks around. — About $1\frac{1}{2}$ M. to the W. lies the picturesque little town of **Dahn** (*Hartmann's Inn*), whence a diligence plies thrice daily to (5 M.) *Hinterweidenthal-Kaltenbach* (p. 294).

Those who do not wish to visit the town of Dahn return from Schloss Dahn to the highroad, and descend to the S. through the *Lauterthal* to (3 M.) *Bruchweiler*. On the left is the grotesque cliff known as the *Fladenstein*. One mile beyond *Bruchweiler* the *Lauterthal* is quitted by a road leading to the right to (1 M.) *Rumbach* (Post, plain), and through the picturesque valley of that

name to ($3\frac{3}{4}$ M.) **Schönau** (*Lönce*, very fair), a village on the *Sauer*, with pleasant environs. — From Rumbach we follow the new road to *Nothweiler* (see below) and take a path (red marks) to the right at a finger-post, which leads to the ($1\frac{1}{2}$ hr.) *Wegelnburg*. (Or we may reach the *Wegelnburg* from Schönau in 1 hr.)

The *Wegelnburg* (1880 ft.), a hill crowned with the ruins of a castle destroyed by the French in 1679, is the finest point in the Vosges of the Palatinate. The view embraces the whole of the Vosges Mts. and extends to the Black Forest and the Odenwald. At the top is a mountain-indicator.

The frontier of Alsace runs a few hundred paces to the S. of the *Wegelnburg*. Just beyond it, about $\frac{3}{4}$ M. from the *Wegelnburg*, is the *Hohenburg*, built of skilfully-hewn square blocks of stone, and commanding a view similar to that enjoyed from the *Wegelnburg*. We return to the ridge and descending to the left by a finger-post proceed by the *Fleckensteiner Hof* (rfmts.) and the ($\frac{1}{2}$ hr.) *Fleckenstein*, another rocky fastness affording a fine view of the *Sauer-Thal*. Hence we descend to the (20 min.) *Sauer-Thal* and to (3 M.) *Lembach* (*Weisses Rössel*, plain). Diligence from Lembach to *Wörth* (p. 287) in 1 hr. and to *Weissenburg* (p. 286) in 3 hrs.

Those who extend their walk to the E. of the *Wegelnburg* descend to (40 min.) *Nothweiler* and (footpath) to (50 min.) *Bobenthal* (Pfalz), whence a road leads to *Germanshof* and ($5\frac{1}{2}$ M.) *Weissenburg* (p. 286).

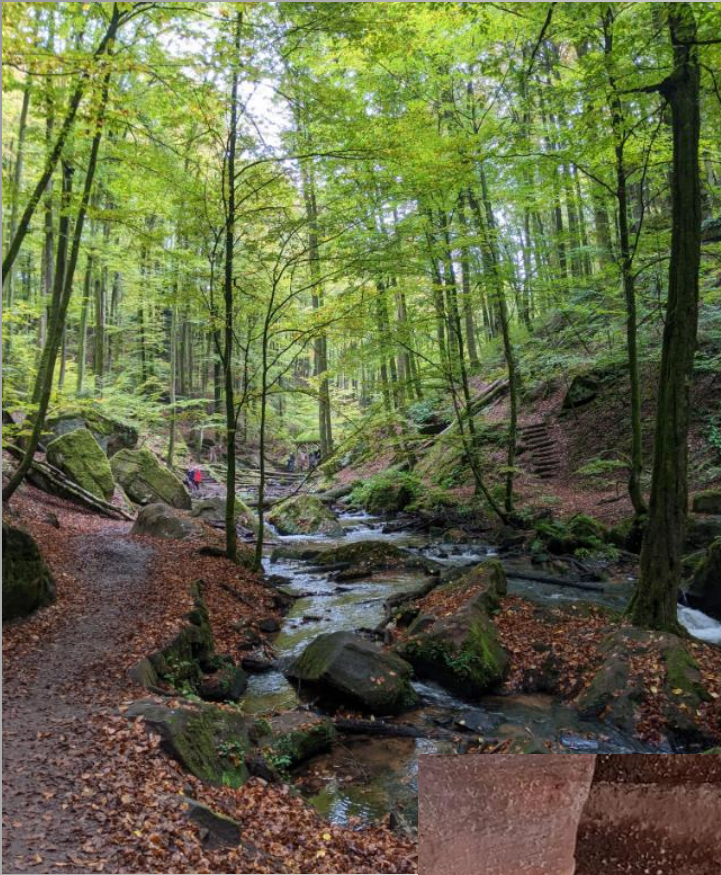
About $2\frac{1}{2}$ M. to the S.W. of Schönau, in the woods, $\frac{1}{2}$ hr. above the hamlet of *Wengelsbach*, is the ancient castle of *Wasigenstein* or *Wasenstein*, mentioned in the old German *Waltharius* legend, and one of the most interesting ruins in the district; it is now easily accessible, and steps have been taken to prevent its farther decay. We may descend hence in $\frac{1}{4}$ hr. to *Obersteinbach* (*Rössel*, unpretending), at the foot of the ruined *Klein-Arnberg*; a massive rock behind the village bears the ruins of *Lützelhardt*. A path leads to the S., via *Windecker* (to the left the ruined *Wineck*) and *Windstein* to (7 M.) *Jägerthal* (inn), with iron-works and the imposing ruins of *Alt-Windstein* and *Neu-Windstein*. From *Jägerthal* to *Niederbronn* (p. 300), 3 M.

40. Strassburg.

Arrival. The *Central Railway Station* (Pl. A, 2, 3; *Restaurant, D. 2-4 M.), a handsome building adorned with frescoes, is on the W. side of the town. Omnibuses of the larger hotels (70 pf.) and cabs (see p. 295) are in waiting. — *Neudorf Station* outside the *Metzgerthor* (to Kehl), see p. 303.

Hotels. At the *Station* (Pl. A, 2, 3): *HÔTEL NATIONAL*, *Bahnhofs-Platz* 13, with lift, R. 2-5 M., B. 1-4 M., D. 3 or 4 M.; *TERMINUS HOTEL*, with café-restaurant; *HÔTEL PFEFFER*, *Bahnhofs-Platz* 12, also with lift, R. 2-4, B. 1, D. 3 M., with popular restaurant; *ELSÄSSER HOF*; *VICTORIA*, *Küssgasse* 7, R. 2-3, B. 1, D. 2-4 M.

In the Town: *VILLE DE PARIS* (Pl. a; C, 3), in the *Brogie*, rather noisy, with lift, R. 2-5 M., B. 1 M. 20 pf., D. (1 and 6 o'clock) 4 M.; *HÔTEL D'ANGLETERRE* (Pl. b; B, 5), *Pariser-Straden* 5, in a quiet and pleasant situation, with lift, R. 2-4, B. 1-4, D. 3, pers. 6-8 M.; *MAISON ROUGE* (Pl. c; C, 3), *Kleber-Platz* (rebuilt in 1889-1900) — *HÔTEL DE L'EUROPE* (Pl. d; C, 3), *Blauwolkengasse* 19, with garden, well spoken of; *HÔTEL DE FRANCE* (Pl. e; C, 3), *Jung-St-Peters-Platz*; *VIGNETTE* (Pl. g; B, 3), *Gerbergraben*, R. 2-3, B. 1, D. 3 M.; *USTOX*, *Kellermann-Straden* 8 (Pl. C, 2), R., L., & A.





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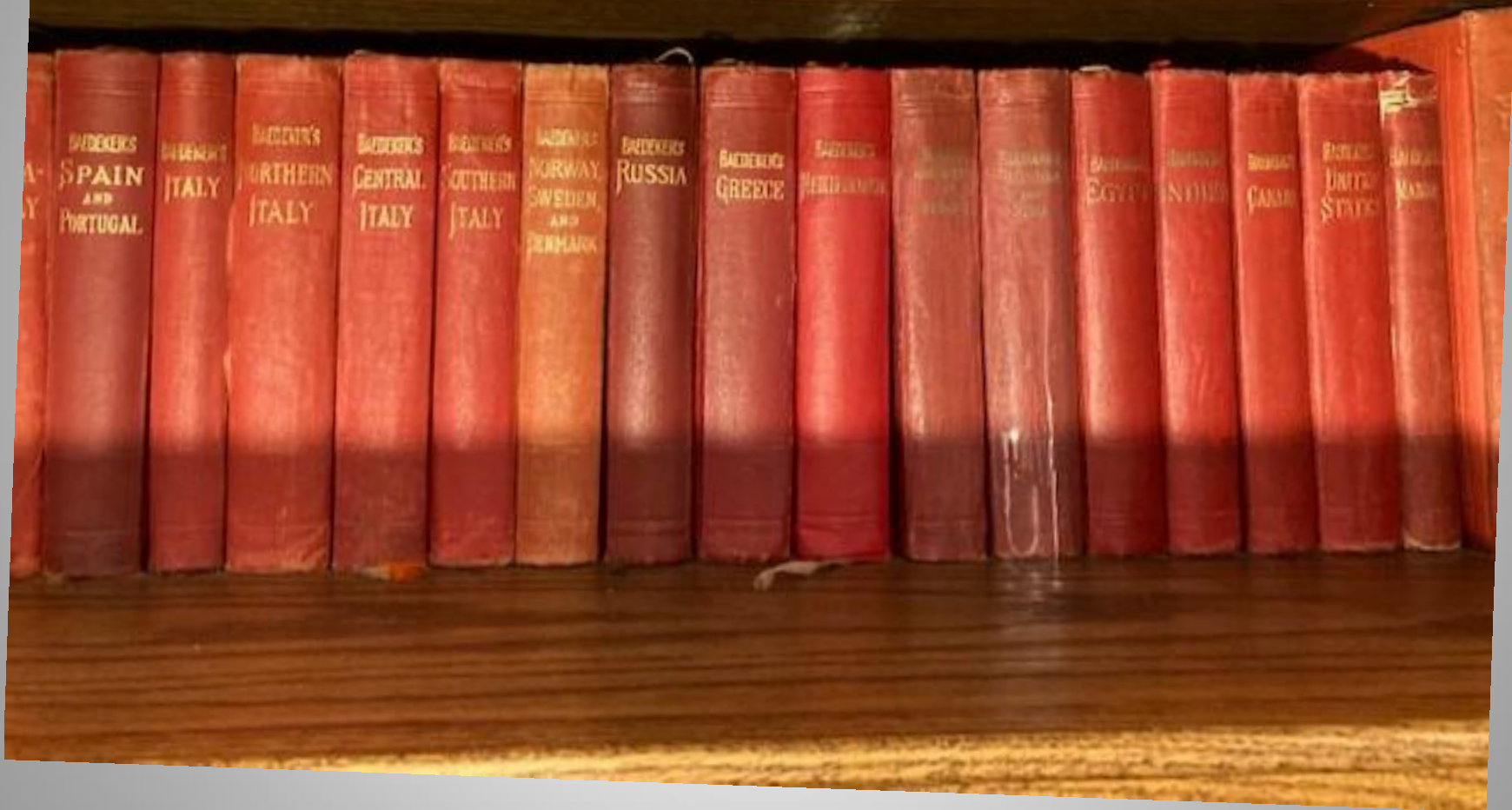
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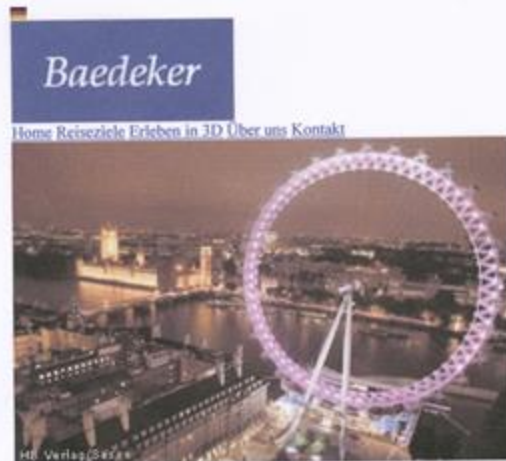
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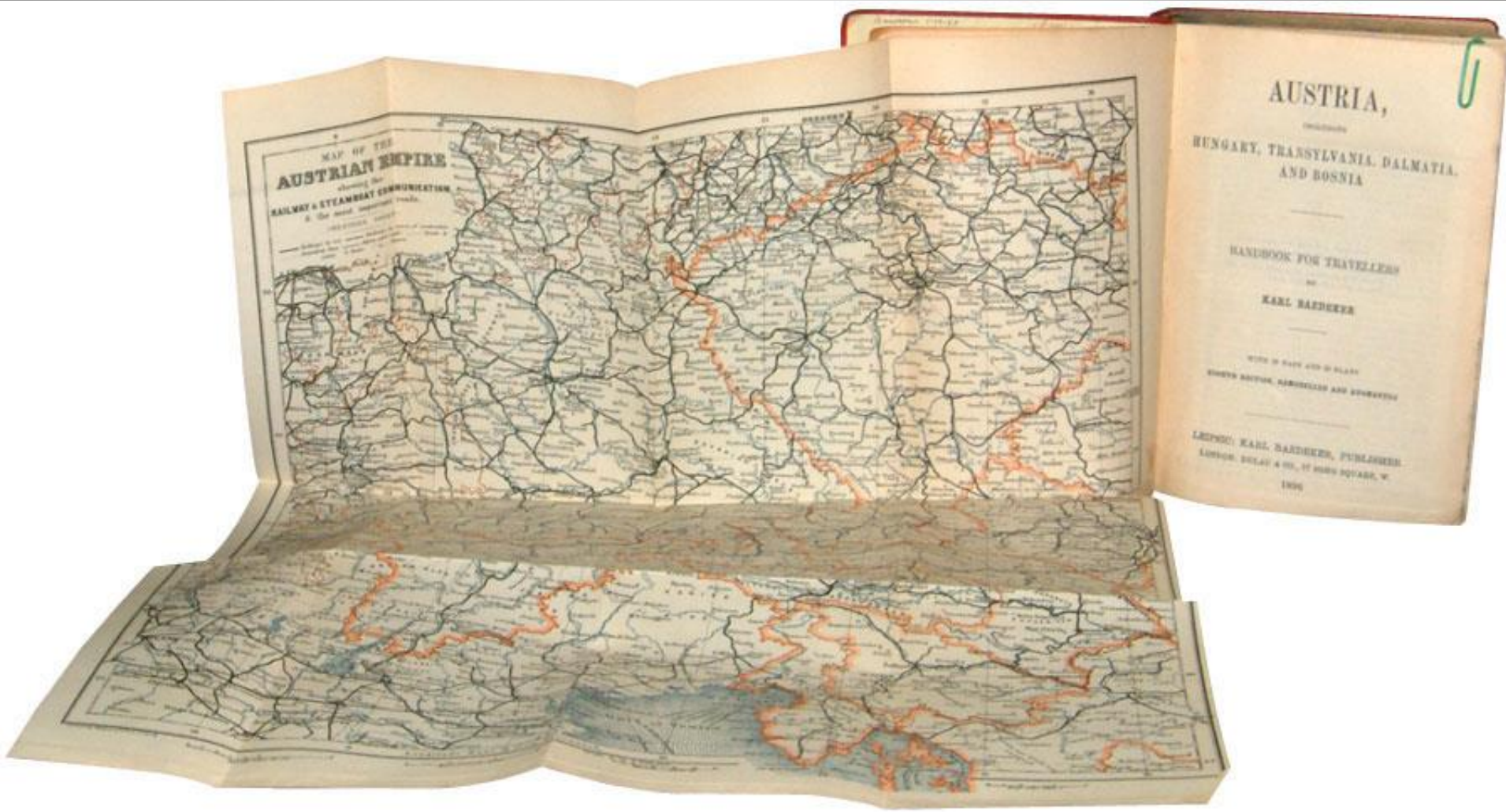
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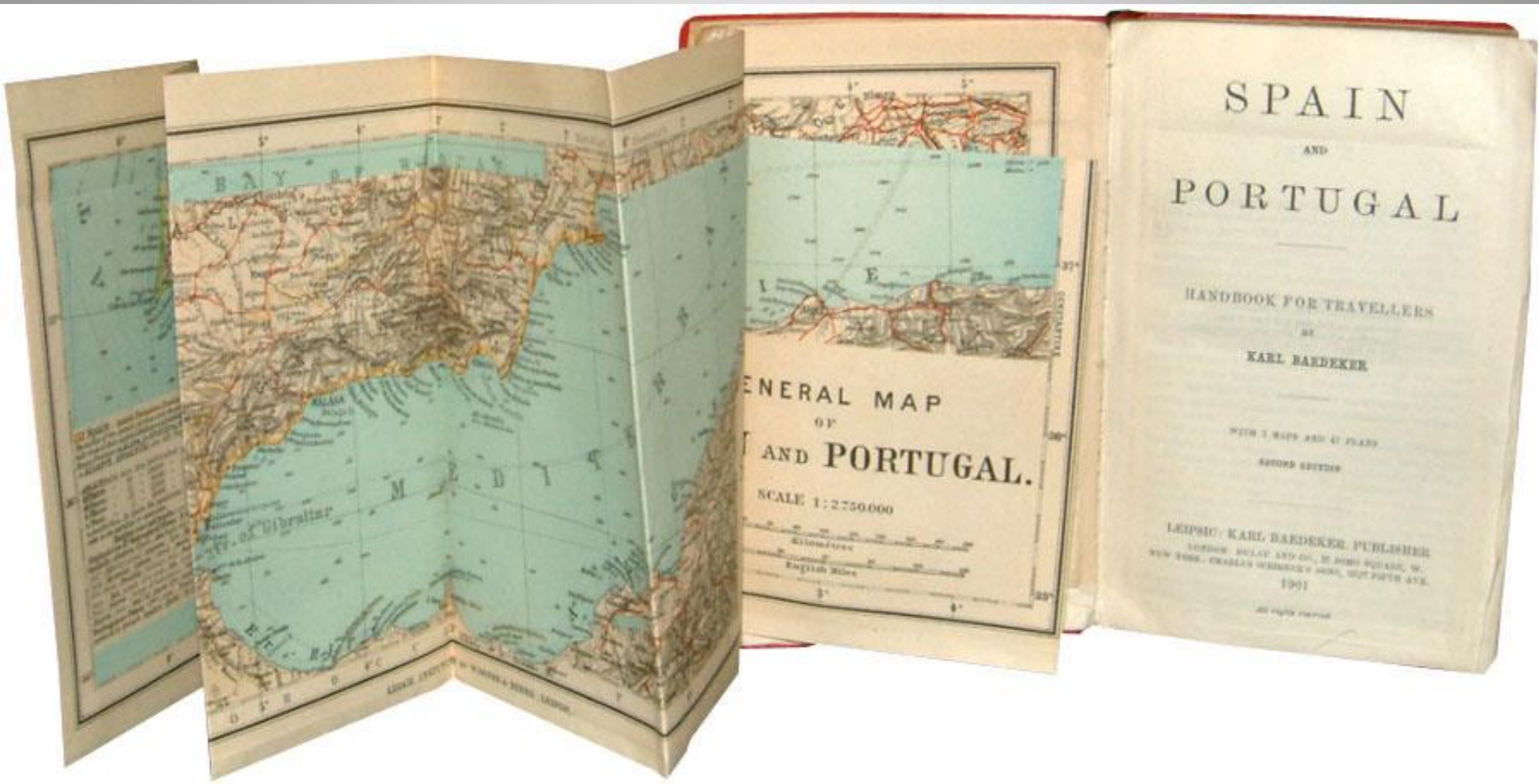
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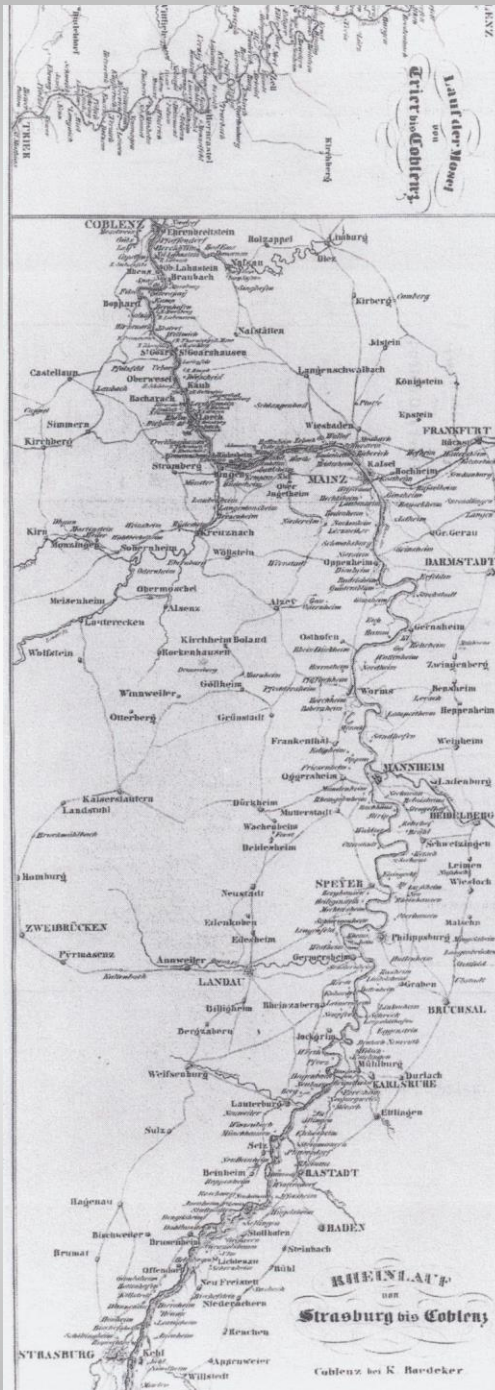
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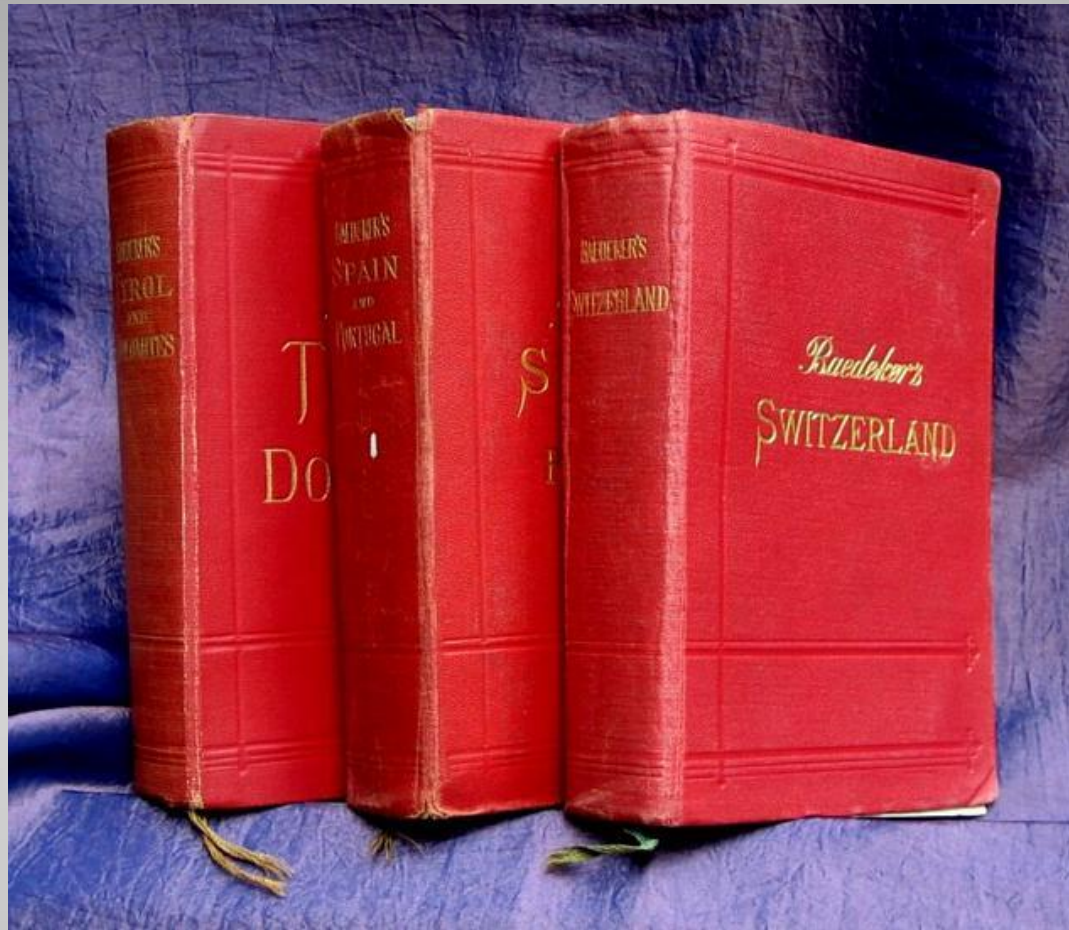
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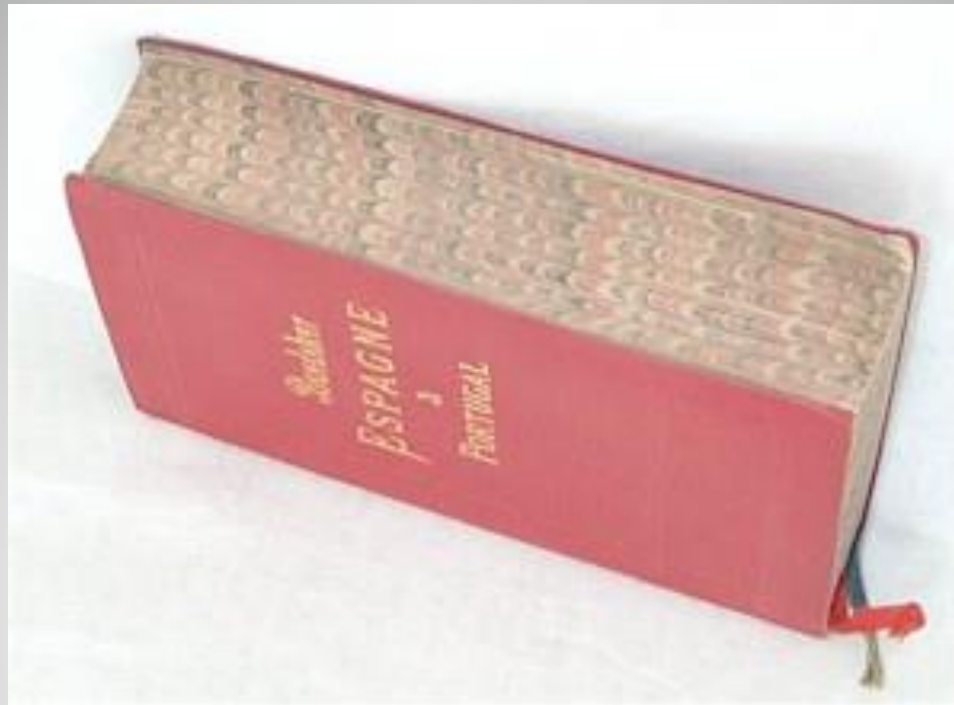
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The House of Baedeker: Rise and Fall of a Family Firm

1839-1859: The founder of the dynasty had all the right instincts for creating a brilliantly successful format for travel guidebooks.



1859-1869: Karl's three sons worked together to expand the firm.

1869-1925: Fritz, the longest-lived of the sons, brought Baedeker to its high point of excellence and prestige. The First World War ended that period.



1925-1943: Hans had the misfortune of bringing the firm through a "Time of Troubles:" the Great Depression, Nazi rule, and the Second World War.

1948-1979: After the War, Karl Friedrich rebuilt the firm from total ruin to a successful business, though without the unchallenged predominance of the previous century.



1979-1984: Karl's widow and son continued the family ownership for a few more years.

Before her death, Eva arranged the sale of the firm to the publishing house of Langenscheidt.

Family ownership came to an end after 146 years.

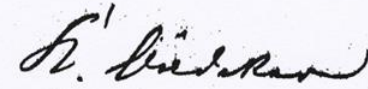
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UNTERSCHRIFTEN

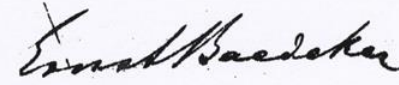
Verlagsgeschichte

Unterschriften der Verlegerfamilie

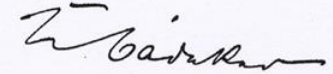
Karl Baedeker I



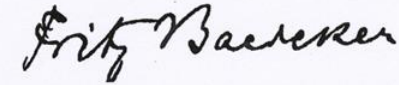
Ernst Baedeker



Karl Baedeker II



Fritz Baedeker



Hans Baedeker



Karl F Baedeker



Eva Baedeker

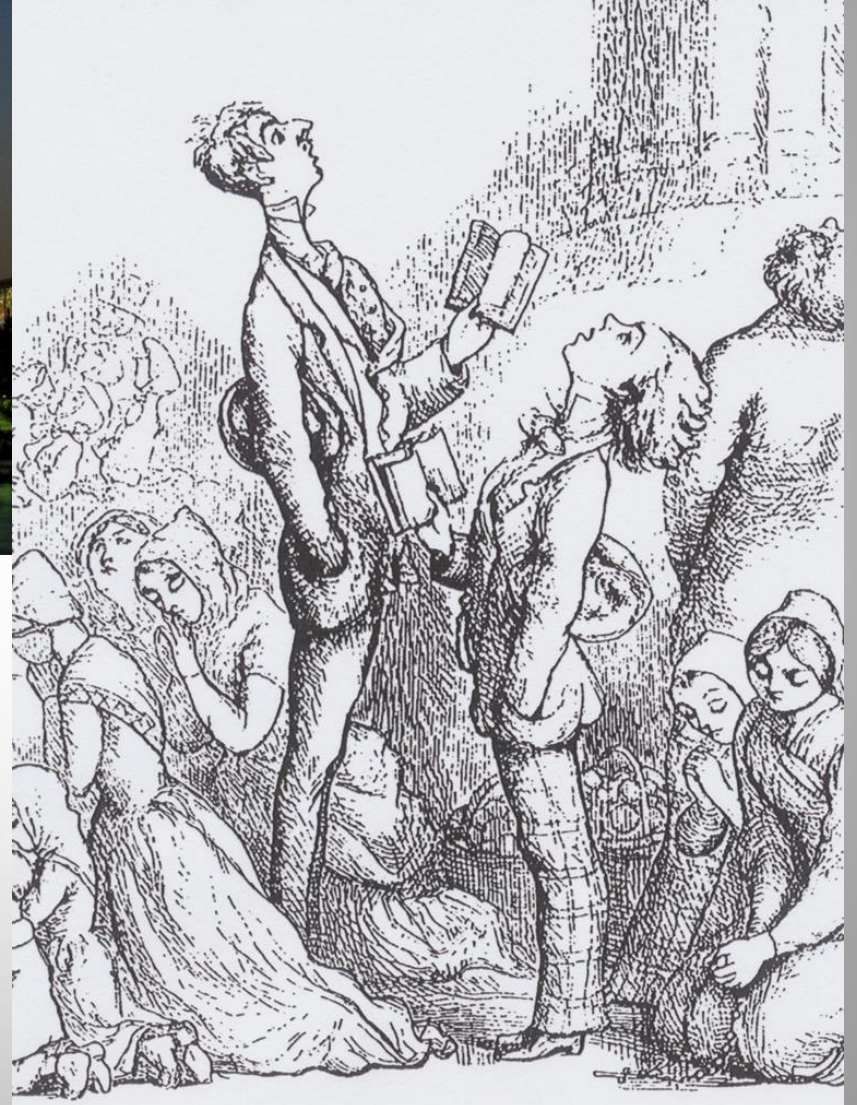


Florian Baedeker









Baedeker stories:

Karl at Milan Cathedral

There is no shortage of stories that show Karl Baedeker in action, but three in particular, to my way of thinking, afford trenchant glimpses of this exceptional man. The first was related by Gisbert von Vincke, a German Shakespearean scholar. In 1844, when von Vincke was making his way up the stairs to the roof of the Milan Cathedral, his attention was attracted by the man just ahead of him—a stocky fellow of about five feet seven, with broad features and muttonchop whiskers, who at regular intervals reached into his waistcoat pocket with his right hand, plucked out



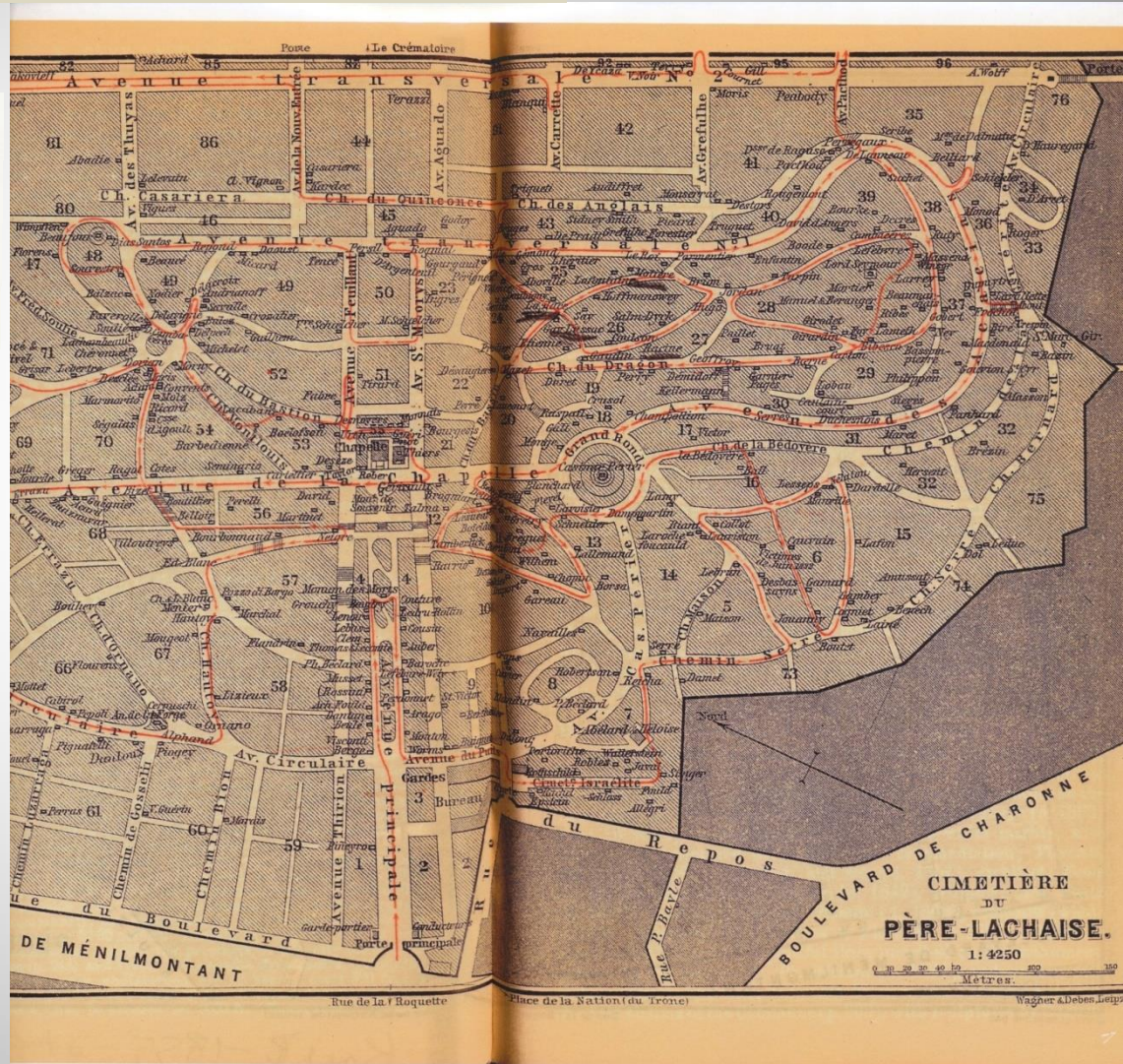
a small object, and deposited it in a trouser pocket. Back at his hotel, von Vincke spotted this man in the dining room and learned from the headwaiter that he was Baedeker. After the meal, he introduced himself to Baedeker and asked him if he would be kind enough to explain his strange ritual on the cathedral staircase. Oh, Baedeker said with manifest pleasure, he had been counting the steps to the cathedral roof. To guard against losing his count, he had taken the precaution of filling a waistcoat pocket with a supply of peas. After every twenty steps, he had transferred a pea from that pocket to his trouser pocket.



Baedeker stories:

Karl at the Cemetery in Paris

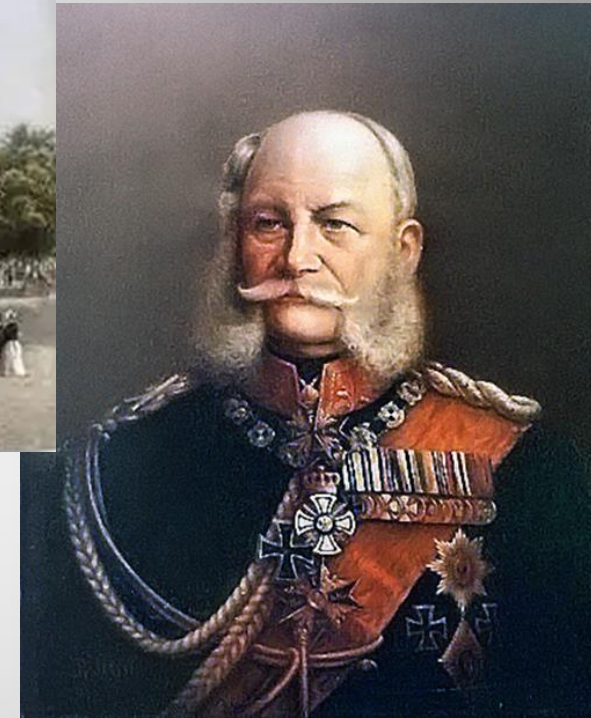
Since no proper ground plan of the Père-Lachaise Cemetery (two stars) was available, the obvious solution was to prepare one himself. He spent eight hours one day and five and a half hours the next traipsing over the cemetery's hundred and ten acres, and found the graves of Abelard and Héloïse, La Fontaine, Molière, Chopin, and many of the other famous men and women buried there. The ground plan of Père-Lachaise found great favor with the Baedeker regulars, and it still does.



Baedeker stories:

Kaiser Wilhelm I

One day in 1880, when he was talking to a visitor in an upstairs drawing room, Wilhelm, noting that it was almost noon, abruptly excused himself and hurried to a large corner window just in time to observe the changing of the guard in the avenue below. On returning to his visitor, he explained, "It's written in Baedeker that I watch the changing of the guard from that window, and the people have come to expect it."



Baedeker stories:

Mark Twain on the Rigi-Kulm

However, probably the best-known instance of a Baedeker reader's writing to the publisher to point out a mistake involved Mark Twain, who let the world in on it in "A Tramp Abroad," published in 1880. The passage is nothing more, really, than a brief throat-clearing toward the close of Twain's hilarious account of how he and his travelling companion—a fellow named Harris—climbed the Rigi-Kulm, the highest and northernmost point of a mountain group that rises some forty-five hundred feet above the Lake of Lucerne. After a succession of the most absurd dawdlings and detours, which made it necessary for them to stop two nights at inns en route to the top, Twain and Harris at length reached the summit and entered the Rigi-Kulm hotel. Twain's account continues:



Supper warmed us, and we went immediately to bed—but first, as Mr. Baedeker requests all tourists to call his attention to any errors which they may find in his guide-books, I dropped him a line to inform him that when he said the foot-journey from Weggis to the summit was only three hours and a quarter, he missed it by just about three days. I had previously informed him of his mistake about the distance from Allerheiligen to Oppenau, and had also informed the Ordnance Department of the German government of the same error in the imperial maps. I will add, here, that I never got any answer to these letters, or any thanks from either of those sources; and what is still more discourteous, these corrections have not been made, either in the maps or the guide-books. But I will write again when I get time, for my letters may have miscarried.

Baedeker stories:

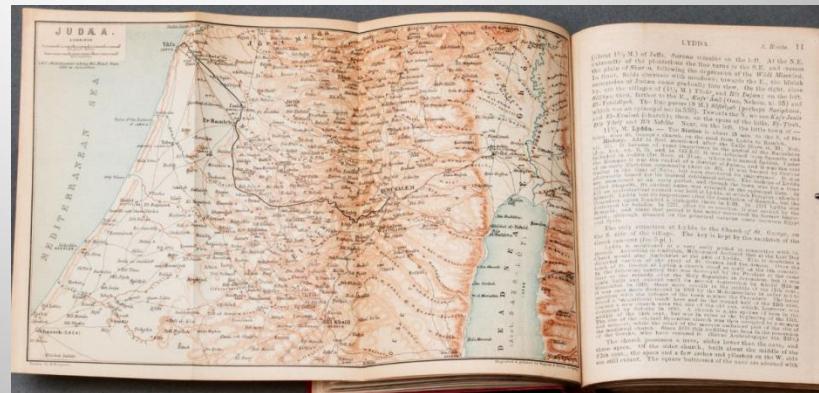
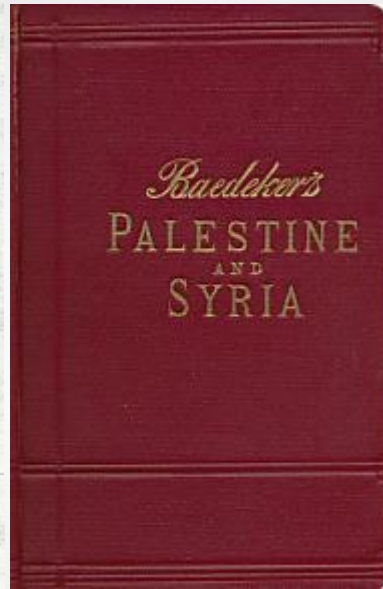
Most of the guidebooks were published in three languages:

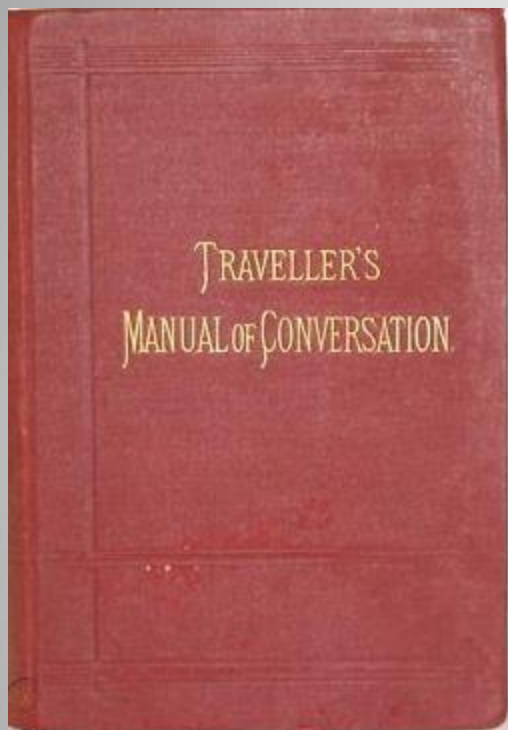
German, English and French.

There is an amusing story about the translated Baedekers that involves Fritz's eldest son, Hans. During a trip to Florence, where he was gathering material for a new edition of "Central Italy," Hans was looking down on the city from a high terrace one evening when two English ladies, Baedekers in hand, approached the balustrade and took up positions a few paces away. Hans spoke excellent English—he had attended Edinburgh University—and when he heard one of the English ladies confess to her companion that she didn't understand a remark Baedeker had made about the Duomo, he stepped forward and said that he thought he could be of service. Pulling out his own Baedeker from his pocket, he was in the process of clearing up the difficulty when one of the ladies interrupted him. "I see you have a German translation," she said. "I find that fascinating. I didn't know Baedeker made them."

Baedeker stories:
Captain T. E. Lawrence
“Lawrence of Arabia”

During the First World War, the British War Office made its own reprint of “Palestine and Syria” for distribution to Army officers serving in that area. The publishing house learned about this in 1922, when the War Office thoughtfully sent it two copies of this edition for its archives and stated that the rest of the copies would be destroyed. The people at Baedeker have always had an idea that the man who probably arranged this special printing was Lawrence—“Lawrence of Arabia”—who, early in the war, was stationed in Cairo as map officer in the Intelligence Department of the War Office.





TRAVELLER'S
MANUAL OF CONVERSATION

TRAVELLER'S
MANUAL OF CONVERSATION

IN FOUR LANGUAGES,

ENGLISH, FRENCH, GERMAN, ITALIAN.

WITH

VOCABULARY, SHORT QUESTIONS
ETC.

NINETEENTH EDITION.

COBLENZ.

KARL BAEDERER.

1869.

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Average value of Coins.

At an inn.

In

I wish to see a medical man,
I am unwell.

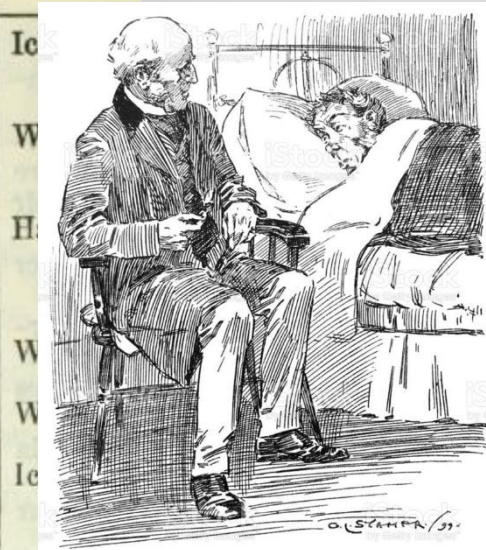
Will you send for one, and
send for him immediately,
if you please.

Have you a doctor, who
speaks English? If he un-
derstands French, that will
do.

What fee should I give him?
Is that enough?

Where is there an apothecary's
shop?

I want some medicine, some
salt, rhubarb, calomel, blue
pills. Have you fresh
leeches? These do not
bite. Please to change
them for others



frische
beissen
Sie sie
andere



A postilion or postillion is a person who guides a horse-drawn coach or post chaise while mounted on the horse or one of a pair of horses. By contrast, a coachman controls the horses from the vehicle itself.

How many days does it take
to get to X?

Five by the diligence, and
four by the post.

How many with a hired car-
riage?

Eight days at least.

Is living dear in the inns?

If you travel in a carriage,
or by the diligence, it will
cost you about four francs
a meal.

And by the post?

Six, seven, eight, nine, ten
francs a meal.

Does the diligence stop to
sleep?

I believe it stops once, for
three or four hours.

Is the road safe?

Do you ever hear of rob-
bers?

It is very safe, but still it
is not prudent to travel
after sunset.

I have also heard that it is
not prudent to travel along
some parts of that road,
at day-break.

That's true, where there are
woods, forests, or ravines.

Are the postilions insolent?

No, never when they are
well paid.

How much do you give the
postilion?

Commonly thirty sous a post;
but if you are satisfied
with him, you may give
him a few sous more.

Problems with the postilion

Postilion, mind you go slowly when the road is bad, and when you make a turn; we do not wish either to be jolted or overturned.

I shall obey your orders, sir.

Go on the side of the road as much as you can, to avoid jolting, and then drive quick.

Yes, sir.

Where there are ruts or stones, drive on the pavement.

I shall try to please you.

Is this road safe? Are there any robbers on this road?

It is very safe here; but when we have passed the bridge, we enter a thick wood

which is not very safe at night, but at this time of day there is nothing to fear.

To whom does that large country-house belong? The palace seems very fine.

It belongs to prince N.

Postilion, stop; we wish to get down: a spoke of one of the wheels is broken; some of the harness is undone; a spring is also broken; one of the horses' shoes is come off.

The harness is mended. We can now get to the post-house without any danger.

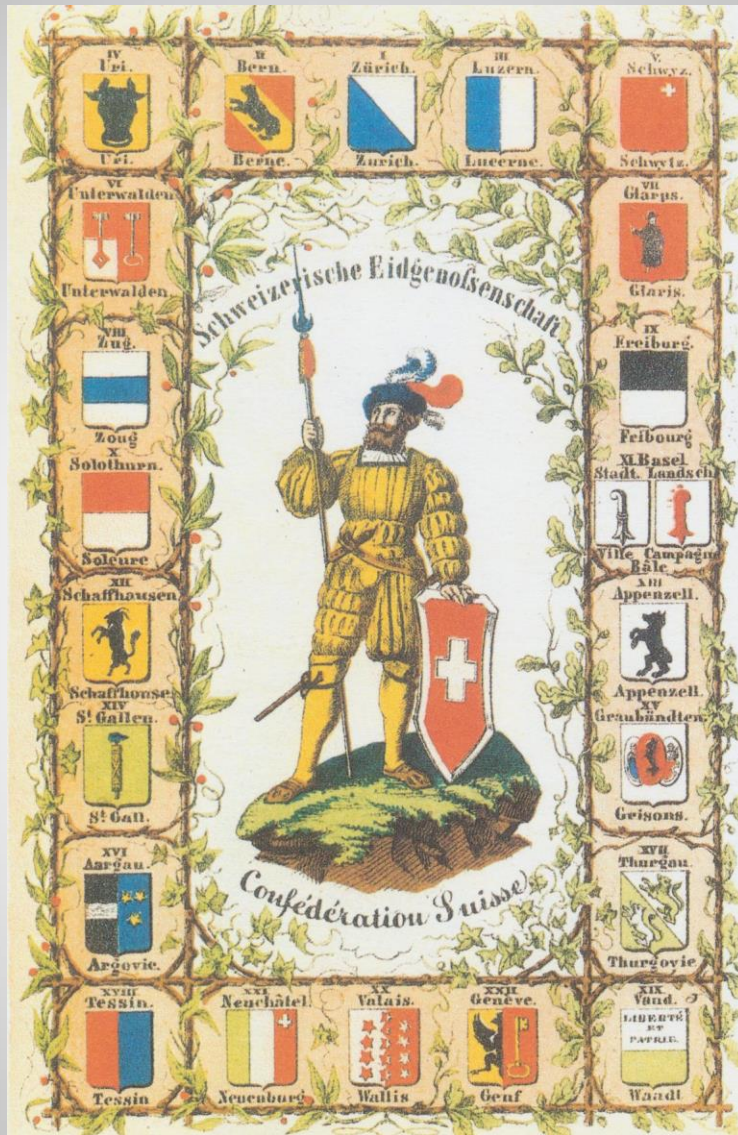
It begins to get dark. Do not leave us in the middle of the road during the night: whip your horses, get on, and take care not to overturn us.

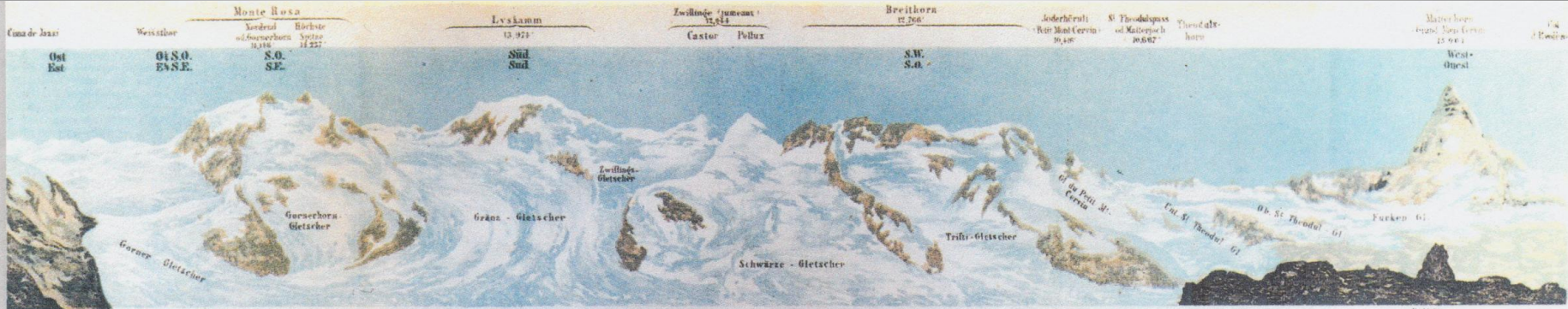
You need not be afraid.



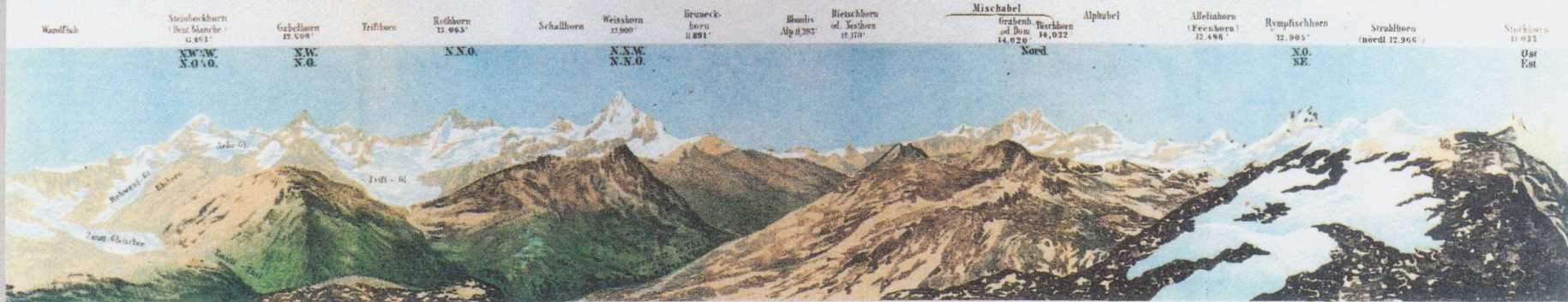
Baedeker's
P A R I S
AND ITS
ENVIRONS

Baedeker's
SWITZERLAND





Leitung u. Farbdruck b. Ed. Wagner, Darmstadt.



Leitung u. Farbdruck b. Ed. Wagner, Darmstadt.

Panorama vom Gornergrat bei Zermatt.

Coblenz bei K. Baedeker

Panorama du Gornergrat près Zermatt.

Leitung u. Farbdruck b. Ed. Wagner, Darmstadt.

Ost

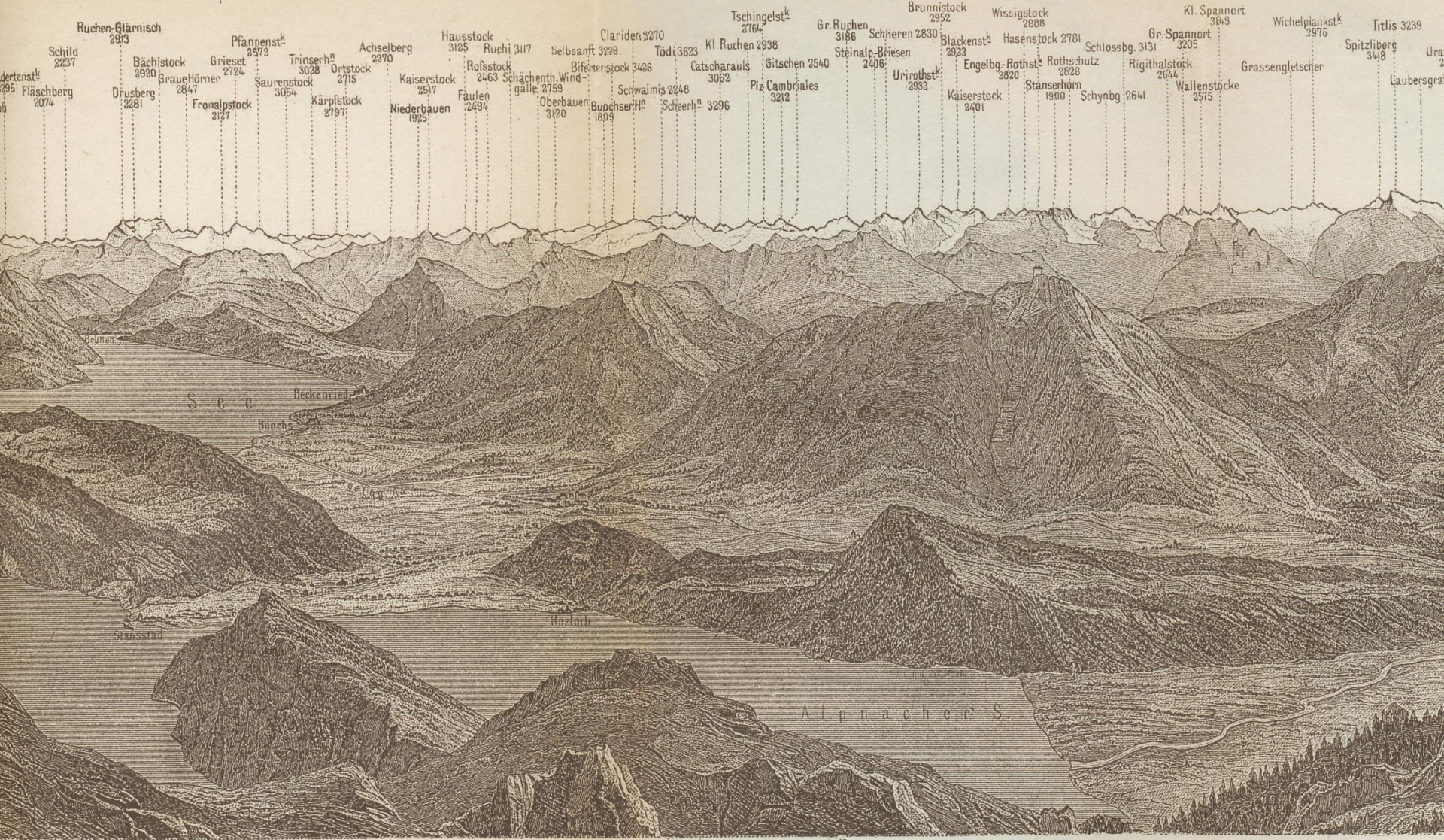
Süd-Ost

Glarnen Alpen

Tödi

Urner Alpen

Engelberger Alpen



Schild 2237, Bächstock 2920, Graue Hörner 2847, Drusberg 2281, Fronalpstock 2127, Pfannenst^k 2572, Grieset 2724, Saurenstock 3054, Trinserh^d 3028, Ortstock 2715, Kärpfstock 2797, Achselberg 2270, Kaiserstock 2517, Niederbauen 1925, Hausstock 3125, Ruchi 3117, Rofsstock 2463, Faulen 2494, Selbsant 3299, Bifenerstock 3426, Oberbauen 2120, Clariden 3270, Tödi 3623, Catscharauls 3062, Priz Cambriales 3212, Kl. Ruchen 2936, Bitschen 2540, Uriohtst^k 2932, Brunnistock 2952, Schieren 2830, Blackenst^k 2922, Engelbg-Rothst^k 2820, Kaiserstock 2401, Wissigstock 2888, Hasenstock 2781, Schlossbg. 3131, Stanserh^{dm} 1900, Schynbg. 2641, Gr. Spannort 3149, Wichelplankst^k 2976, Rigithalstock 2644, Wallenstöcke 2575, Tittlis 3239, Spitzliberg 3418, Laubersgr^a

S E C

Lopper

PANORAMA VOM PILATUS (ESEL)

Alpnach-Stad (1437'), see p. 136. The railway begins near the station of the Brünig Railway and ascends, traversing meadows and afterwards wood. 21 min. *Wolfort* (2985'), a watering-station, beyond which the train crosses the gorge of the *Wolfort* by two bridges separated by the *Wolfort Tunnel* (48 yds.). We are now carried along the stony slope of the *Risleten* (gradient 48:100) and through two tunnels to (43 min.) *Aemsigen* (4430'), a passing-station with pumping-works which force water to the Pilatus-Kulm, 2360' above. The train now ascends through wood on the brink of a gorge, crosses the *Mattalp* (in front the *Esel*, to the left the precipitous *Matthorn*), turns to the N. towards the *Steigli-Egg*, and mounts the steep rocky slope of the *Esel* through four tunnels (48, 60, 50, and 12 yds.). The terminus *Pilatuskulm* (6790') adjoins the smaller old hotel; a few paces to the left is the large new house.—An easy path leads from the station to (6 min.) the top of the **Esel* (6960'), the chief point, with a spacious plateau, enclosed by a wall. The view surpasses that from the Rigi in grandeur and variety, the Bernese Alps in particular looming nearer and more massive (comp. the panorama).—A similar view is that from the **Tomlishorn* (6995'), the highest peak of Pilatus, to which a good path (varying views), skirting the rocky slopes of the *Oberhaupt* and *Tomlishorn* and crossing the arête (railings; no danger), leads from the *Hôtel Pilatuskulm* in 1/2 hr. (panorama by *Imfeld*).—From the old hotel a tunnel, cut in the rocks of the *Oberhaupt* and affording picturesque views from various openings, leads round the N. and W. sides of the cone to the *Hôtel Pilatuskulm*.—Another path leads to the top of the *Matthorn* (6693'; from *Hôtel Pilatuskulm* 1 hr.).

Walkers will find the ascent of Pilatus easiest from *Hergiswil* (p. 135), at its N.E. base. There is a bridle-path to (3-3 1/2 hrs.) the *Hôtel Klimeshorn*, whence a footpath ascends to (35 min.) the *Pilatuskulm*.—From the station we follow the railway to the left for about 60 paces, cross the line, and ascend through orchards and meadows, afterwards through wood. At (1 hr.) the *Hôt. Brunni* (2790'; 35 beds, P. 5 1/2-6 fr.) a terrace affords a fine view. We proceed, mostly through wood, to (1 hr.) *Pens. Alpgschwänd* (4068'; 38 beds at 1 1/2-2, P. 3 1/2-4 fr.) and ascend in steep zigzags to the left, at first through wood and then across slopes of grass and débris, to (1 1/2 hr.) the *Hôtel Klimeshorn* (6160'; in summer only, 50 beds at 2 1/2-4, B. 1 1/2, D. 3 1/2 fr.), on the saddle (5940') connecting the *Oberhaupt* with the (8 min.) *Klimeshorn* (6265'), which affords a picturesque view to the E., N., and W., from the *Uri Mts.* to the *Lake of Neuchâtel*.—From the *Hôtel Klimeshorn* a good zigzag path (iron railing towards the top) ascends the steep slope of the *Oberhaupt* to the (35 min.) *Kriesloch* (6850'), a hole in the rock resembling a chimney, 20' high, through which 21 steps ascend to the arête between the *Oberhaupt* and the *Esel*, where the *View of the Bernese Alps is suddenly disclosed. Then in 4 min. to the *Hôtel Pilatuskulm*.

The other ascents of Pilatus, from *Kriens* (p. 117) via the *Mühlenmüs* and *Frakmünt* (*Hergiswil*) Alps to the *Klimeshorn* (3 1/2-4 hrs.), or from *Alpnach* (p. 162) via the alps of *Lütholdsmatt*, *Schwändi*, and *Frakmünt* (*Alpnach*) to the *Pilatuskulm* (4 1/2-5 hrs.), are very toilsome; guide indispensable.

Paedeker's
CENTRAL ITALY

From the S. side of San Martino ai Monti the *Via delle Sette Sale* runs to San Pietro in Vincoli. The so-called *Sette Sale* and the garden of the Palazzo Field-Branaccio (p. 209) are accessible from here also (ring at the gardener's door, No. 2).

The wide *VIA CAVOUR* (Pl. II, 27, 26, 23; tramways Nos. 2 and 17 in the Appx.), beginning at the railway-station, crosses the *Via delle Sette Sale* (Pl. II, 27, 26, 23; tramways Nos. 4 and 12), *Forum Romanum* (p. 287). *Arch of San Francesco di Paola* rises the *Torre de' Conti*



separated by 20 antique columns, by the pillar, is the *Arch of Trajan* and Antonio Pollaiuolo's picture given by Sixtus IV. (p. 276, is probably from the *Arch of Trajan*), the *Arch of Trajan* contains, in the corner the learned Cardinal Nicolo' (p. 1464). Above it a relief: St. Peter with keys and chains, on the left the donor (Nic. Cusanus), right an angel, a good early work by *Andrea Bregno*. The marble slab to the right in the floor, by *Jacopo Sansovino*, marks the tomb of Card. Leon. Grosso della Rovere (d. 1520). On the 2nd altar to the left, a mosaic of the 7th cent. with St. Sebastian (bearded).

In the Right Transept is the monument of Pope Julius II. (p. lxxi)

after finishing it, he struck his
e. S. Pietro in Vincoli. ROME. I. N. and E. Hills. 217
"Moses in the Marble," said "Parlo".

by *Michael Angelo*, with the ***Statue of Moses*, represented as on the point of springing from his seat, in indignation at the idolatry of the Jews, or (according to a later interpretation) summoning the twelve tribes of Israel together in order to bid them farewell. (Moses is here represented with horns owing to an erroneous translation in the Vulgate of Exodus xxxiv. 35). This is one of Michael Angelo's most famous and most characteristic works; he has sacrificed details in order to bring the total effect into more dominating prominence. The proportions of the figure are inexact; the small head, the powerful arms, and the gigantic torso are certainly out of harmony, while the robe hangs from the celebrated knee in quite impossible folds. But all the same the general effect is most imposing. Besides the Moses, the statues of Rachel and Leah (as symbols, on the left of meditative, on the right of active life) alone were executed by the great master, and even these were not entirely his own workmanship. These figures are an allusion to the complaint of St. Gregory after he was elected pope that his life instead of being the beautiful Rachel whom he sought was the more fruitful Leah (comp. Dante, *Purg.* xxvii. 108). The grouping only of the remainder was from Michael Angelo's design. The figure of the pope (who is not interred here, comp. p. 368), by *Maso del Bosco*, is a failure; the prophet and the sibyl at the side are by *Raffaello da Montelupo*. — To the right of the choir is St. Margaret, an altar-piece by *Guercino*.

The Choir contains an ancient marble seat from a bath, converted into an episcopal throne. A cabinet under the high-altar, with bronze doors (1477), was presented by Sixtus IV. and his nephew Giuliano, and contains the chains of St. Peter, which are exhibited to the pious on August 1st.

The adjacent monastery of the Canonici Regolari is now the seat of the *Reale Scuola d'Applicazione per gli Ingegneri*. The monastery-court, attributed to *Giuliano da Sangallo*, is embellished with a fountain, presented in 1512 by Leon. Grosso della Rovere (entrance by No. 5, to the right of the church).

If we descend hence to the S. we presently strike the *Via della Polveriera*, which leads to the Colosseum (Pl. II, 22, 23; p. 303).

f. Villa Borghese. Villa di Papa Giulio.

The beautiful park of the *Villa Borghese* has lost a good deal of its attractiveness by neglect since it has become public property (p. 217), but the art-gallery preserved in the casino still ranks as one of the most important collections in Rome. The park is open to the public daily from 9 till dusk (free). Besides the principal entrance near the *Porta del Popolo* (Pl. I, 16), there are others on the *Pincio* (Pl. I, 16; comp. p. 181), near the *Porta Pinciana* (Pl. I, 20, 23; p. 181), and near the *Viale dei Parioli* (p. 429). Admission to the Casino, see p. 172. — The antiquities in the *Villa di Papa Giulio* (p. 225) are also well worth a visit.

Baedeker's
GREAT BRITAIN



interesting restored church, in the Dec. and Perp. styles. 62½ M. Tyseley, junction for a line to Stratford-on-Avon (p. 278). — 64 M. Small Heath & Sparkbrook; 65 M. Bordesley. The train then traverses the manufacturing suburbs of Birmingham.

66 M. Birmingham (Snow Hill Station), see p. 273.

35. Stratford-on-Avon.

Approaches. FROM LONDON (fares 16s., 10s. 6d., 8s. 5d.). From *Marylebone Station* (G. C. R.), 93¼ M. in 2½-3¾ hrs. (no 2nd cl.), via Woodford (comp. pp. 393-391) and Fenny Compton, to *New St. Station*; from *Paddington Station* (G. W. R.), 121½ M. in 2½-3½ hrs., via Oxford, Banbury, and Hatton (comp. RR. 31a, 34), to *Alcester Road Station*; from *Euston Station* (L. & N.W. R.), 101 M. in 3-3½ hrs., via Blisworth (comp. pp. 266-268) and Woodford, to *New St. Station*. — FROM BIRMINGHAM, see p. 278. — FROM CHELTENHAM via Honeybourne, see p. 195. — FROM WARWICK, see p. 262. — FROM LEAMINGTON, see p. 259.

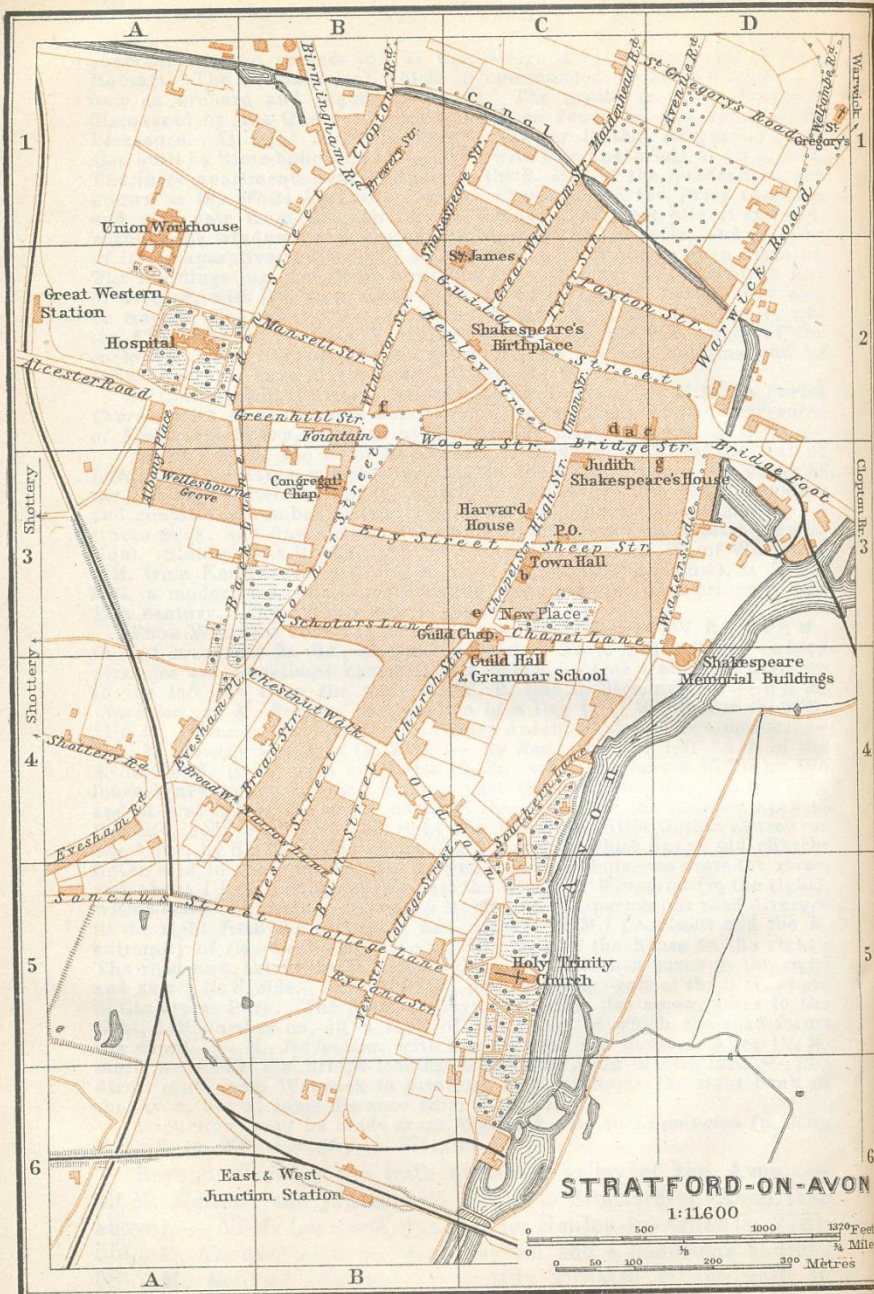
Railway Stations. *East & West Junction* (Pl. B, 6), *New St.*, for Marylebone, Euston, Woodford, etc. — *Great Western* (Pl. A, 2), *Alcester Road*, for Paddington, Oxford, Cheltenham, etc.

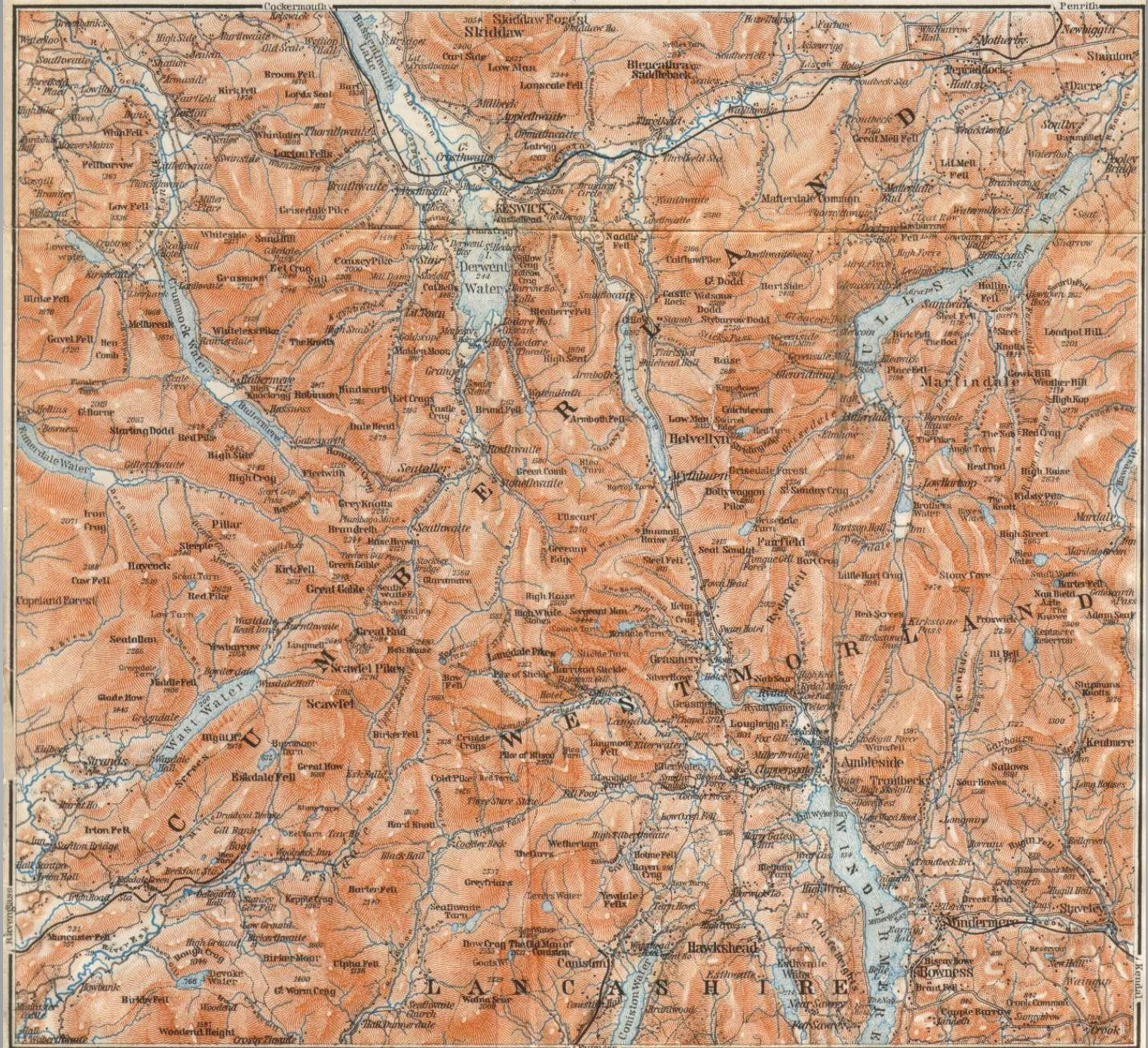
Hotels. *SHAKESPEARE (Pl. b; C, 3), with rooms named after Shakespeare's plays, R. from 4s. 6d., D. 4-5s.; RED HORSE (Pl. a; C, 2), R. or D. 4s., see p. 266; *GOLDEN LION (Pl. c; C, D, 2), *Bridge St.*, R. 2s. 6d., D. 3s.; MCNEILLE'S TEMPERANCE (Pl. d; C, 2), R. or D. 2s. 6d.; FALCON (Pl. e; C, 3), R. 3s. 6d., pens. 10s.; FOUNTAIN TEMPERANCE (Pl. f; B, 2); OLD RED LION (Pl. g; D, 3), unpretending. — *Avondene Boarding House*, Warwick Road, 6-8s. per day; *Mrs. Bembridge*, 2 Glencoe, Arden St., 4-7s.; *Miss Gibbs*, 3 Chestnut Walks, 5s.; *New Place*, 4 Chapel St., 30-40s. per week; *Miss Hayward*, 18 Church St., R. & B. 2s. 6d. — *Shakespeare Restaurant*, 37 High St., *Rail. Rfmt. Rooms*.

Stratford-on-Avon is a clean and well-built little country-town of (1901) 8310 inhab., with wide and pleasant streets containing numerous quaint half-timbered houses. It is a place of some antiquity, and is mentioned in a Saxon charter of the 8th century. Though not without importance as an agricultural centre, it owes its prosperity chiefly to the memory of the great dramatist born here in 1564, whose name and form have been imported, in one shape or another, into the trade-mark of almost every saleable article in the town. About 30,000 pilgrims (one-fourth Americans) annually pay for admission to Shakespeare's House, while many thousands of other visitors also flock to the town in summer.

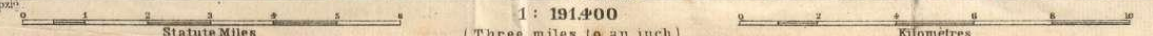
**Shakespeare's House* (Pl. C, 2), in which the poet was born on 23rd April, 1564, is in *Henley St.*; it is now national property, and is kept in scrupulously good order. It is shown daily (except Sun.) from 9 a.m. to 6 p.m. (adm. 6d.; museum 6d. extra; tickets at the adjoining house). The house has undergone various vicissitudes since Shakespeare's day, but the timber framework, the floors, most of the internal walls, and the cellars remain substantially unaltered, and the restoration in 1857 was directed towards a reproduction of the building as it stood in 1564.

INTERIOR. The small chamber facing the street, on the first floor, has been consecrated by tradition as that in which the poet was born. The walls of all the rooms were covered with the inscribed names of visitors; but these were concealed with whitewash for many years. The

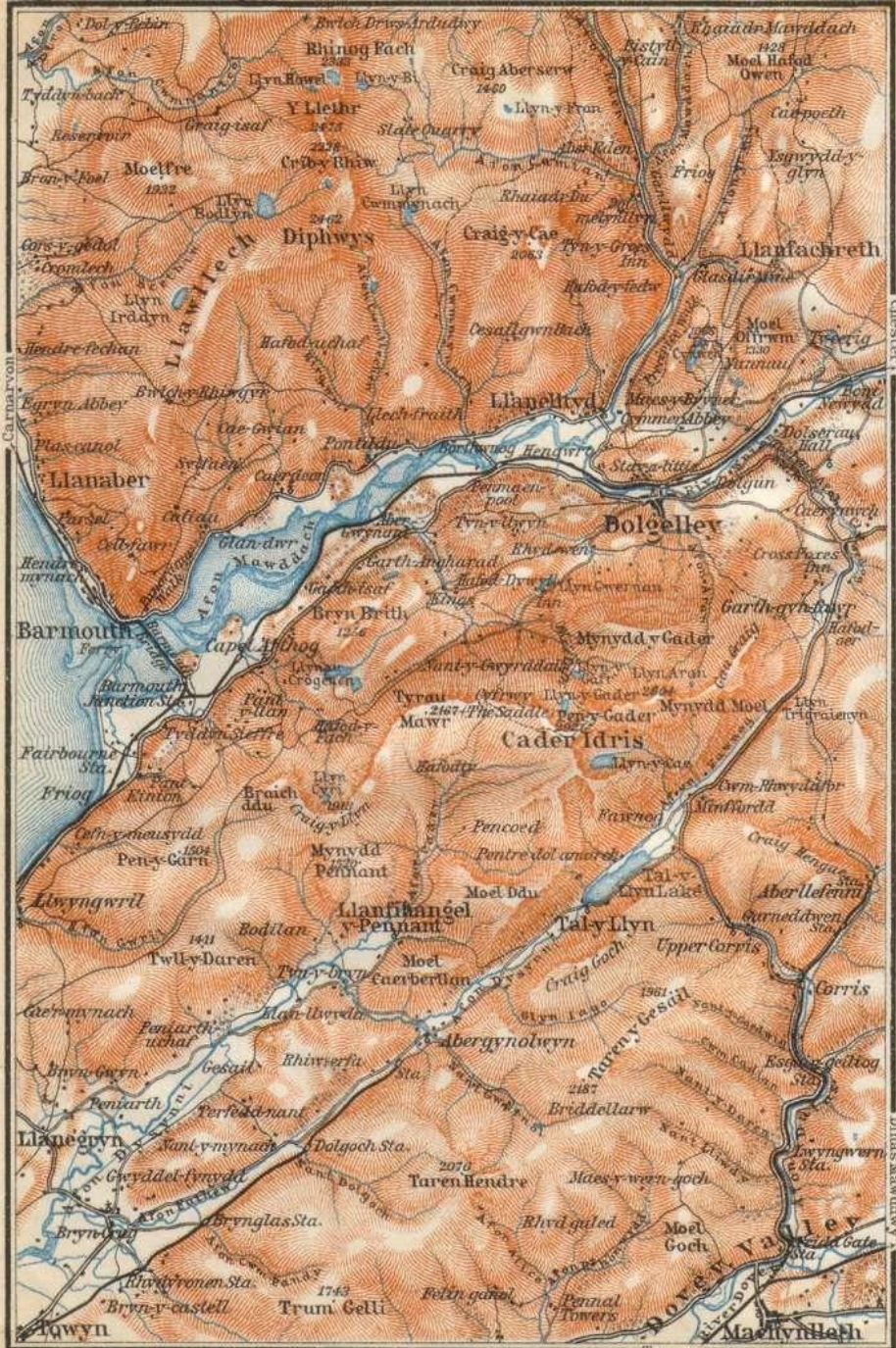




Wagner & Debes Geog. Anstalt, Leipzig





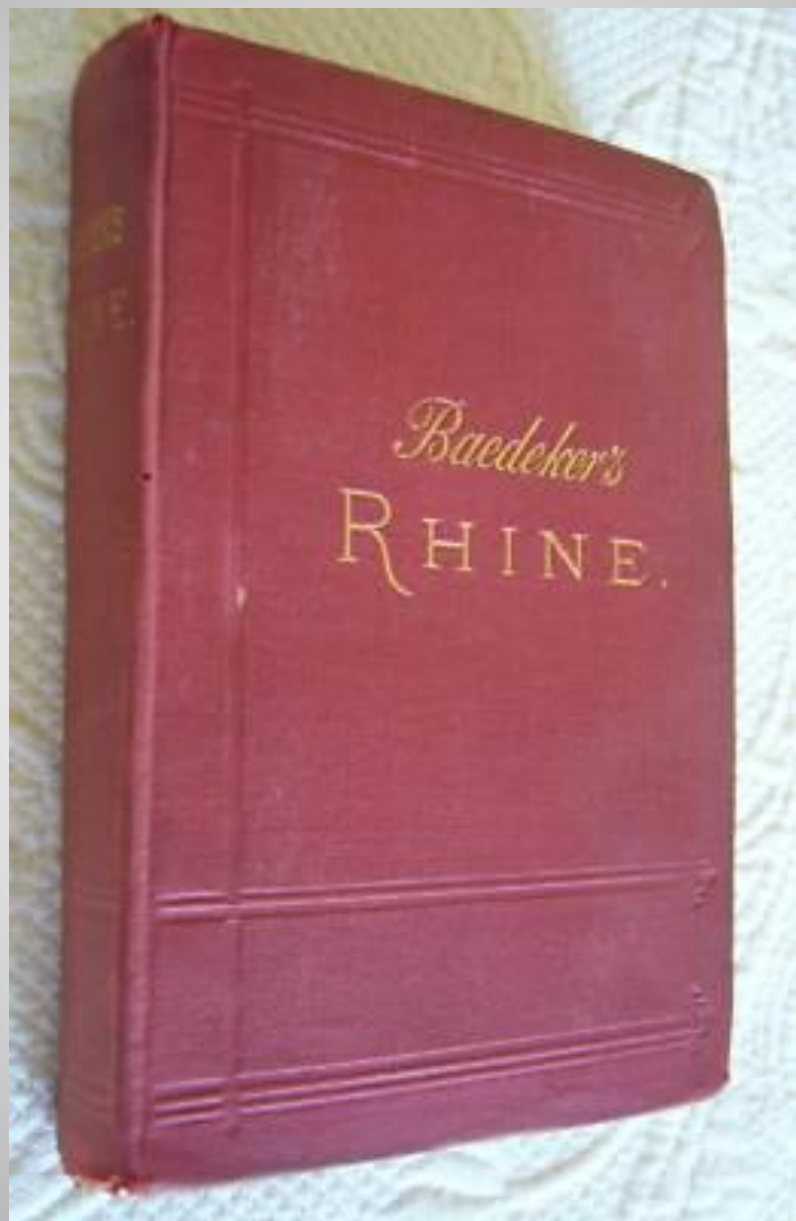


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Cartoon

Printed & Published by






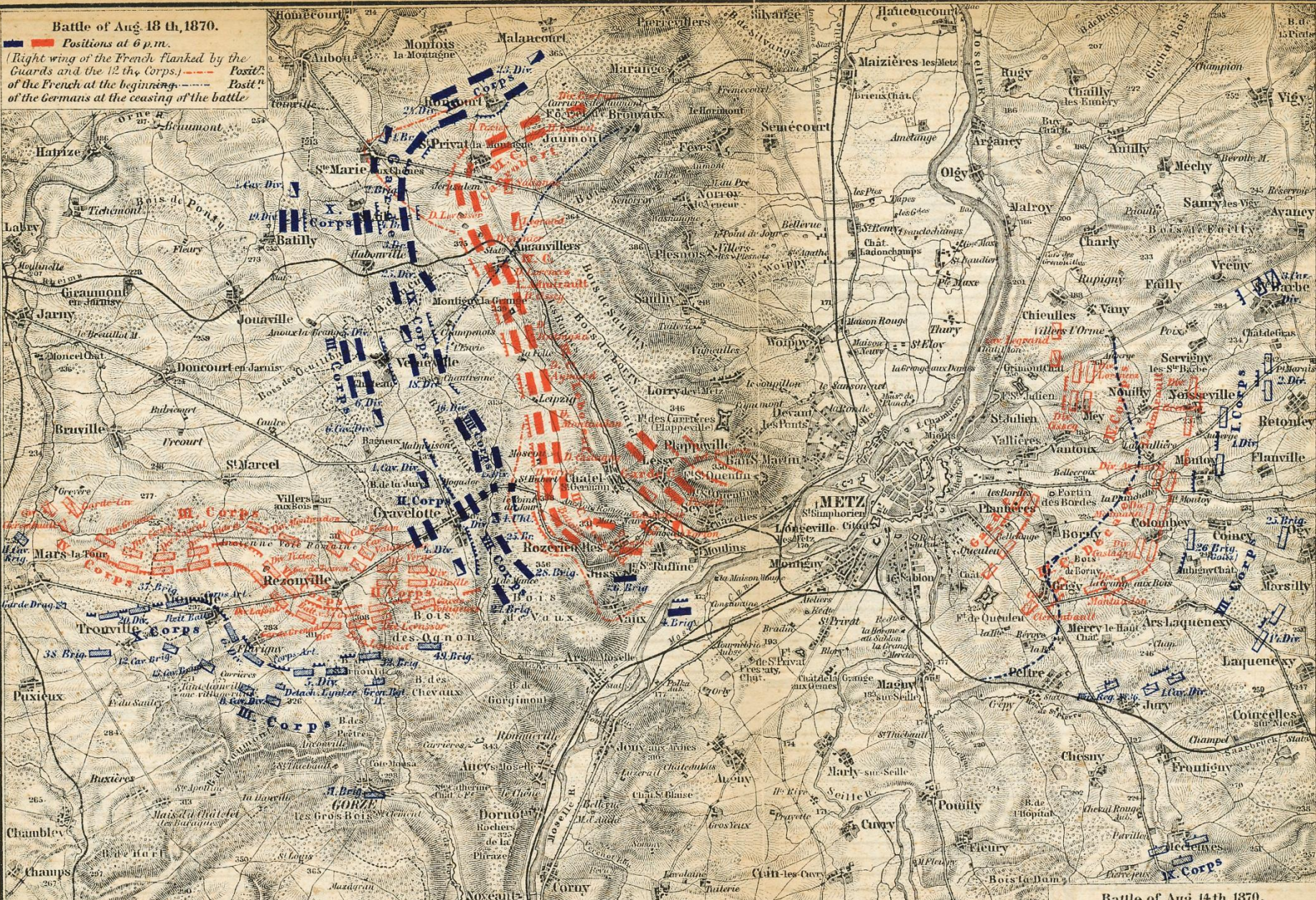





DAS SCHLACHTFELD VON WÜRTH.
Maßstab 1:167.000 Kilometer.

Battle of Aug. 18 th, 1870.



 Positions at 6 p.m.
 (Right wing of the French flanked by the Guards and the 12 th Corps.)
 Positions of the French at the beginning of the battle
 Positions of the Germans at the ceasing of the battle



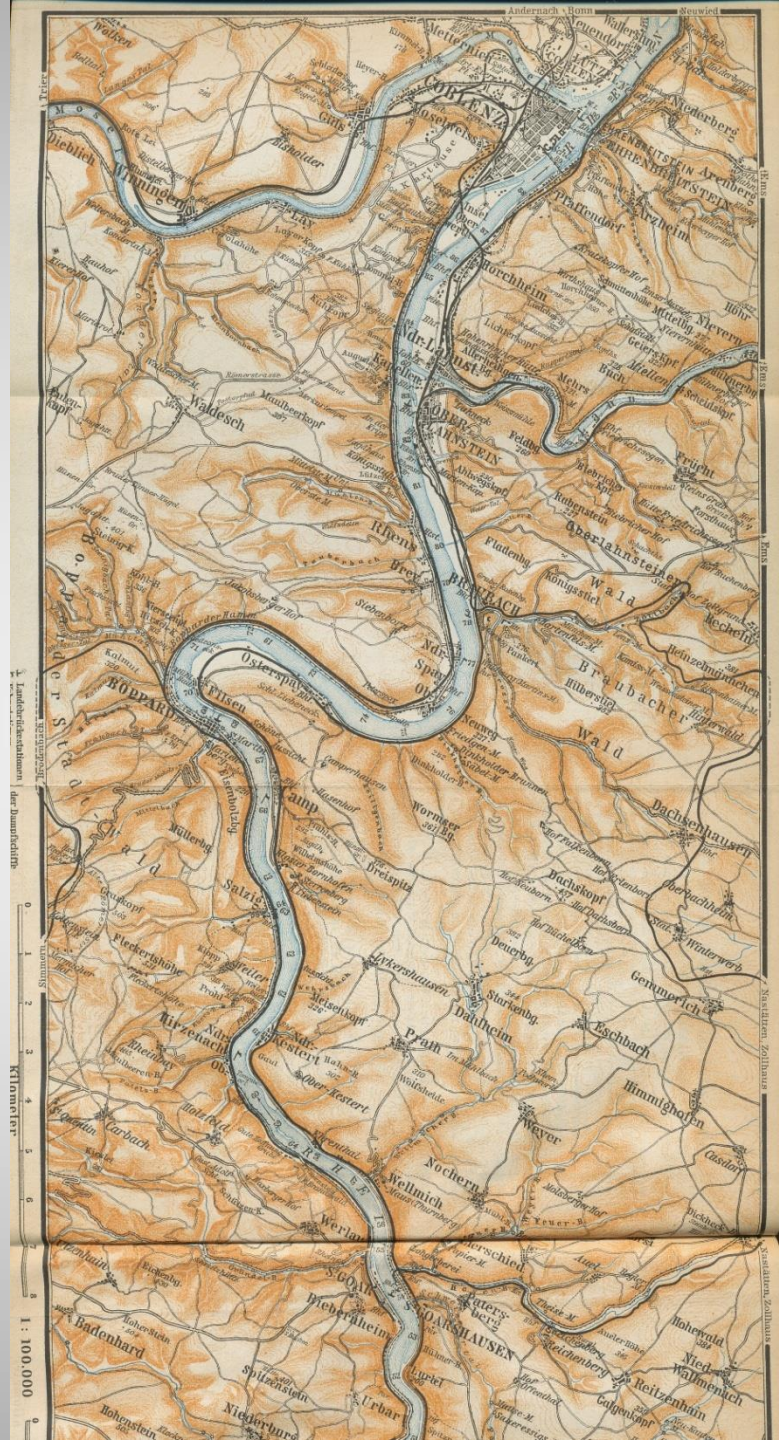
Battle of Aug. 16 th, 1870.

 Positions in the evening
 (ceasing of the battle.)

Battle of Aug. 14 th, 1870.

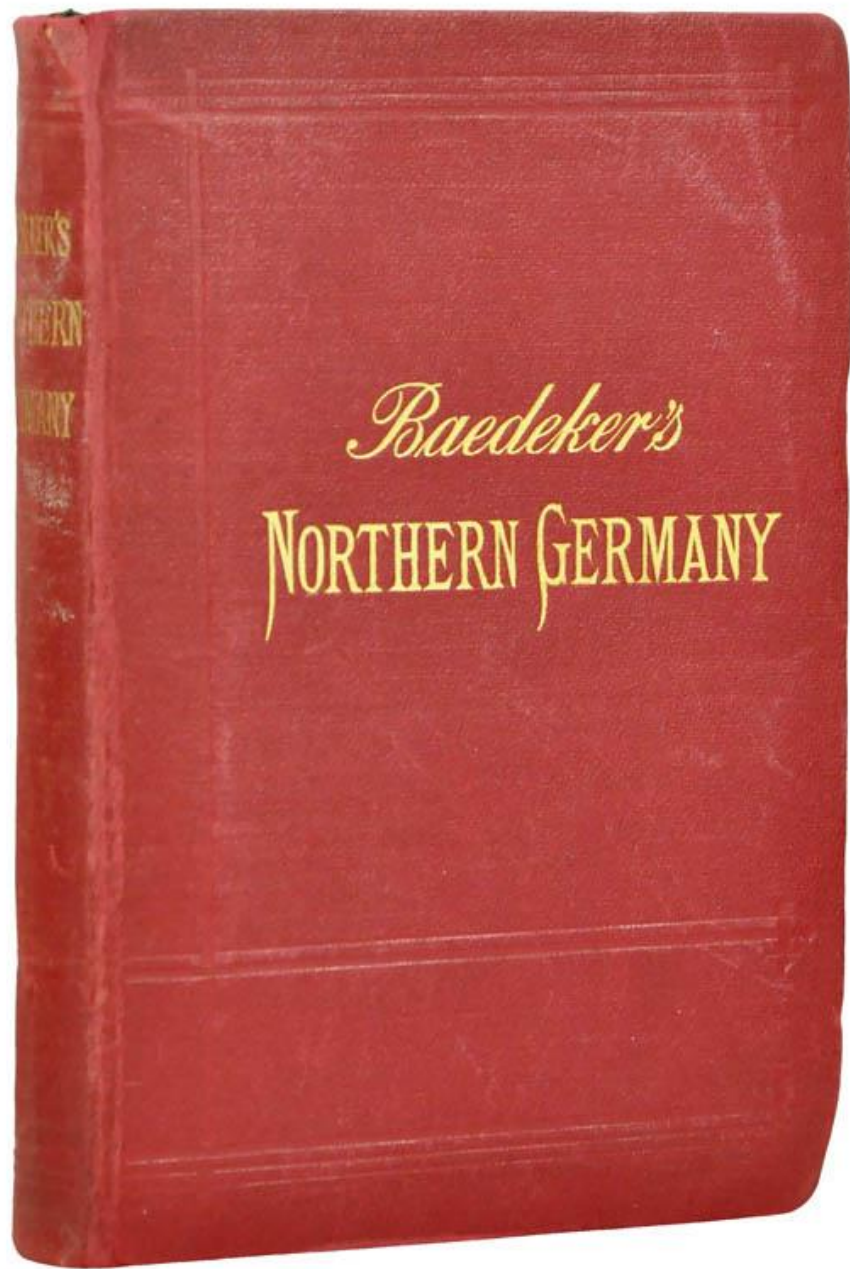
 Positions at the beginning of the battle
 Positions occupied by the Germans towards the end of the battle.





1. Landeshauptstadt Trier
2. Landeshauptstadt Koblenz
3. Landeshauptstadt Wittlich
4. Landeshauptstadt Bad Kreuznach
5. Landeshauptstadt Berncastel-Kornelimündchen
6. Landeshauptstadt Alf
7. Landeshauptstadt Gerolstein
8. Landeshauptstadt Prüm
9. Landeshauptstadt Kyllburg
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BAEDEKER'S
NORTHERN
GERMANY

Baedeker's
NORTHERN GERMANY

GENERAL MAP
OF
NORTHERN GERMANY

Scale 1:2,750,000



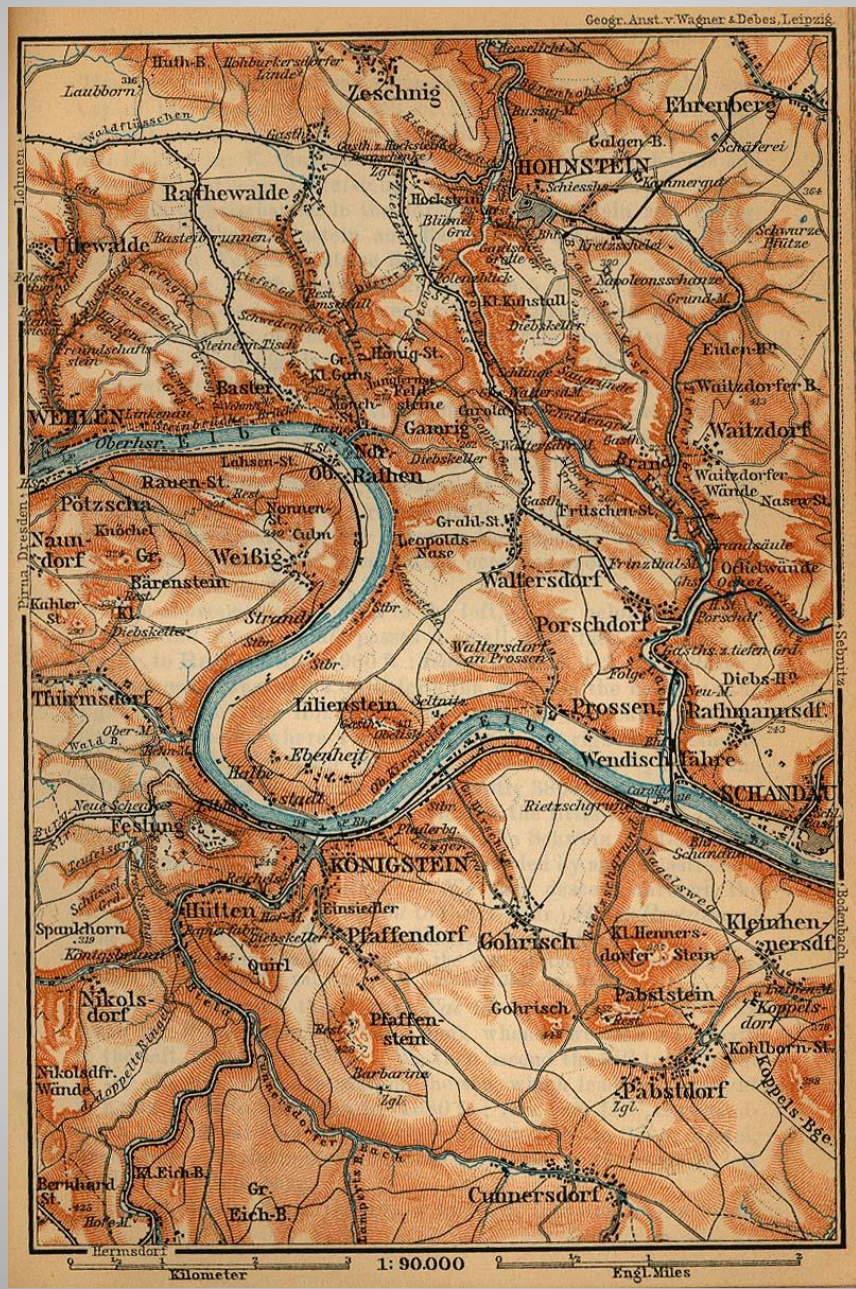
Railways, Steamboat Routes, Submarine Cables
Heights and Soundings in Metres



FRANCE 4° 6° 7° 8° 9° 10° East of 11° Greenwich 12° 13° 14° U 15° T 16° R 17° A - 18° H 19° U 20° A 21° R 22° Y

Geogr. Anstalt von Wagner & Debes, Leipzig

The "Saxon Switzerland"



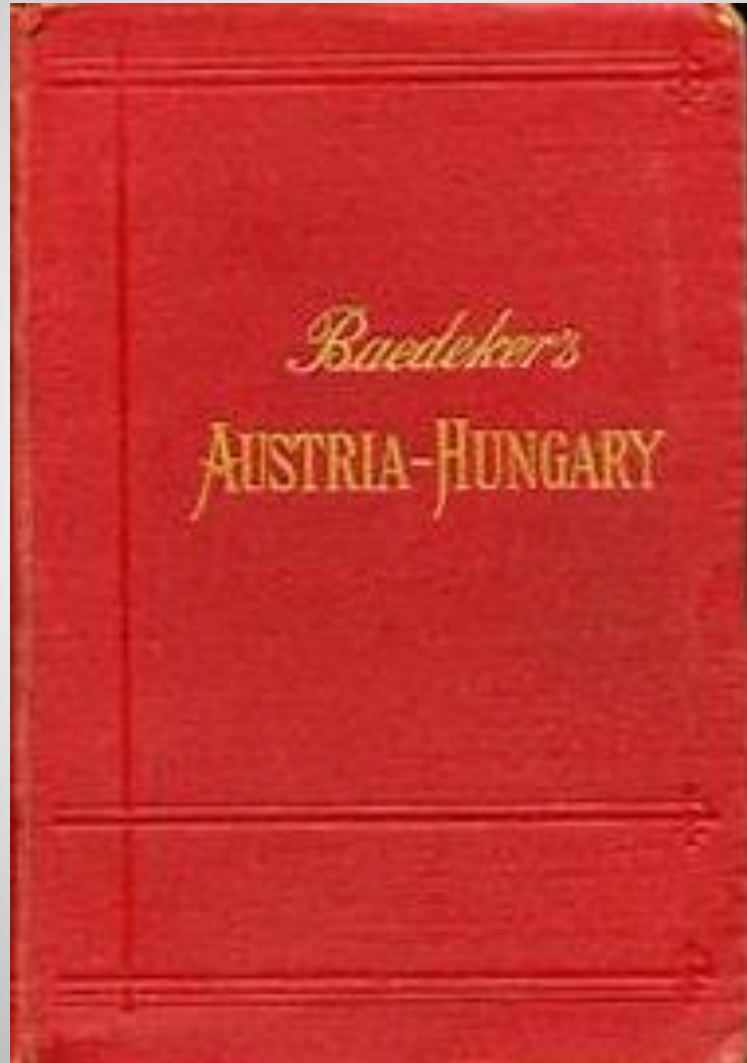




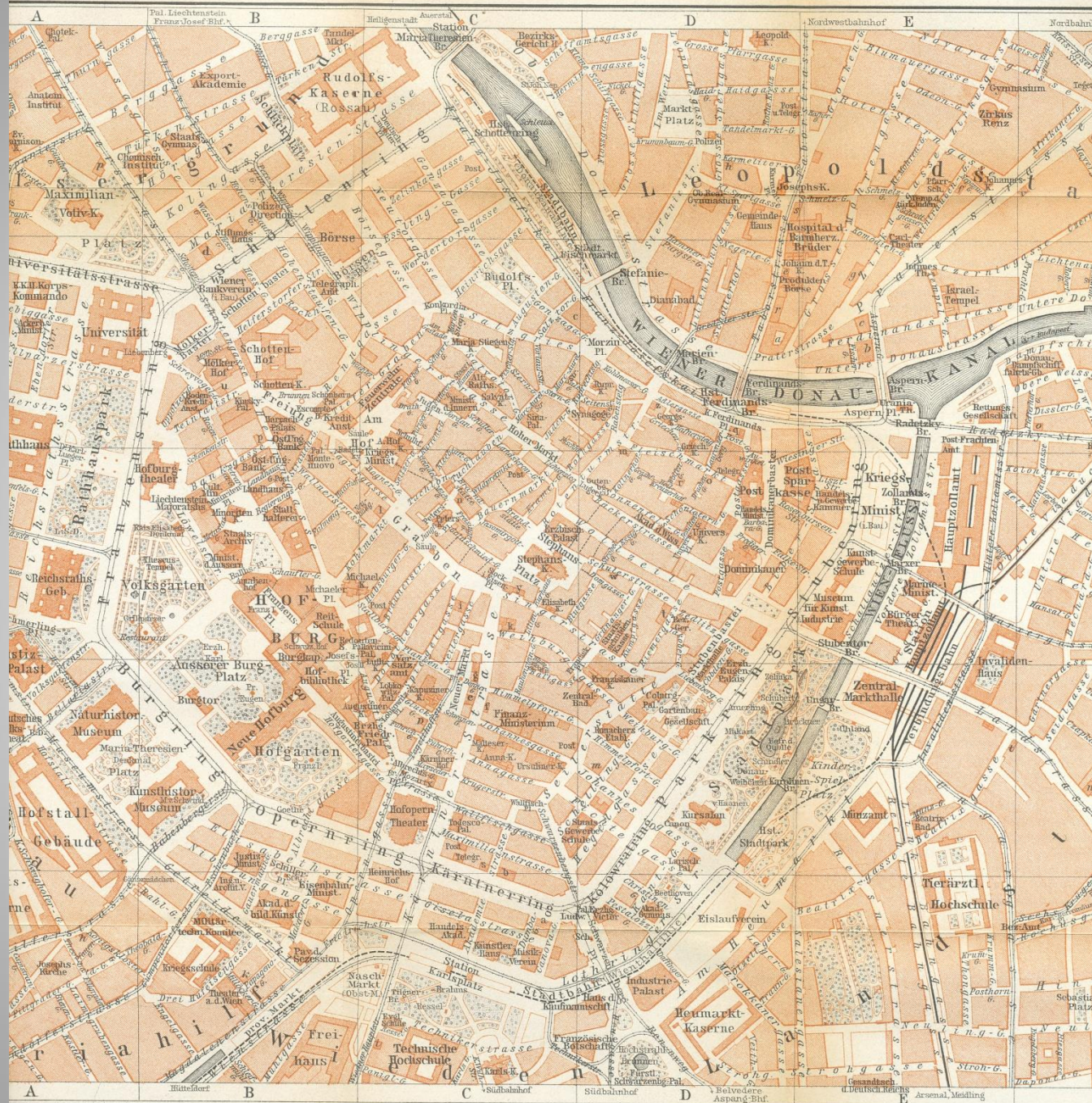


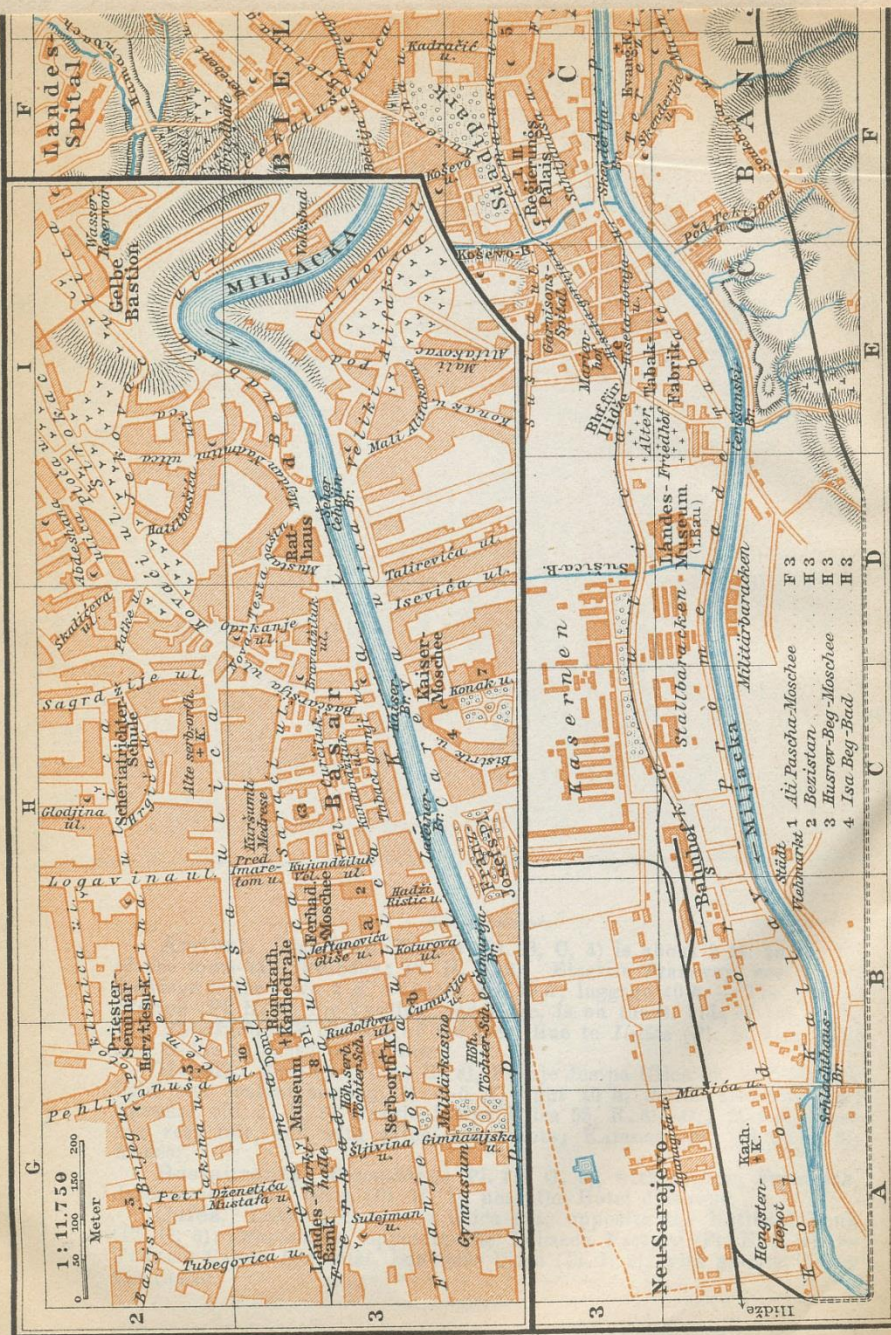
1648. P. Z. - BAD SOHANDAU.

1911:



Plan II.





Cab, per $\frac{1}{4}$ hr. 1 K, each additional $\frac{1}{4}$ hr. 50 h; at night (11-5 or 10-6), 25 per cent more; whole day 16 K. — **Electric Tramways** from the Railway Station (Pl. B, C, 4) to the Cathedral (Pl. H, 3), every $\frac{1}{4}$ hr., and also on the arrival and departure of the trains; and from the town-hall (Rathaus; Pl. H, I, 3) along the embankment to the Tobacco Factory (Pl. E, 3, 4; near the station for Ilidže).

Post Office (Pl. 8; G, 3), opposite the Cathedral. — **Telegraph Office** (Pl. 9; H, 3), Konak Ulica 15.

British Consul, F. G. Freeman, Kučerina Ulica 11.

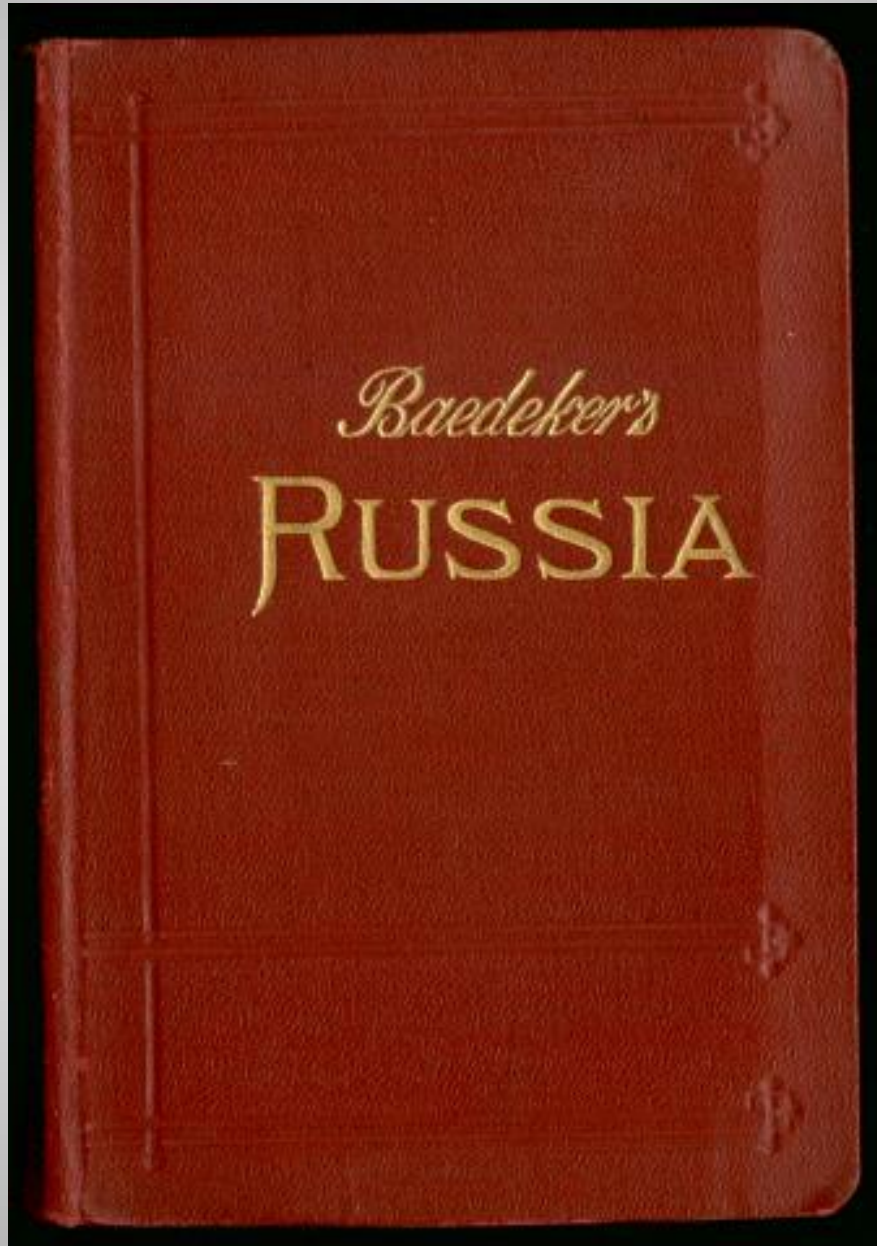
Shops. The largest shops are in the E. part of the Franje Josipa Ulica (Pl. G, H, 3). — **METAL WORK** in the *Government School of Industrial Art* (open daily, except Frid., 8-12 & 2-6), Šljivina Ulica 4 (Pl. G, 3), a little to the N. of the Military Casino. — **EMBROIDERY AND TEXTILE FABRICS**, at the *Government School of Weaving*, Hulusina Ulica 8 (Pl. H, 3), week-days 8-12 & 2-6 (men not admitted). — **CARPETS** at the *Government Carpet Factory*, Bistrik Ulica 13 (Pl. H, 3, 4), open week-days 7-12 & 1.30-6, holidays 8-12, closed on Sunday. — **FILIGREE WORK, EMBROIDERY, CARPETS, etc.**, at *Elias B. Kabilio's*, at the corner of the Franje Josipa Ulica and Rudolfova Ulica (Pl. G, H, 3).

Principal Attractions. Visit the *Bazaar* and the *Husref Beg Mosque*, the *National Museum*, and the *Government Workshops*, ascend to the *Castle* (passing the *Town Hall*), and make an excursion to the *Goats' Bridge*, the *Koševo Valley*, *Miljevići*, etc. — Mon., Tues., Wed. (market-day), and Thurs. are the best days for visiting the town; on Frid., Sat., and Sun., being Mohammedan, Jewish, and Christian holidays respectively, the town is less lively. — *Guides*, furnished by the hotel-keepers, 80 h per hr. For longer excursions, however, it is better to apply for information to *Director Julius Pojman* in Ilidže (p. 421) or to the *Tourists' Club* in Sarajevo (president, Franz Brodnik).

Sarajëvo (1740-2240 ft.), the capital of Bosnia-Herzegovina, seat of the provincial government, headquarters of the 15th Army Corps, and residence of a Roman Catholic Archbishop, of a Servian Orthodox Metropolitan, and of a Mohammedan Reis-ul-Ulema, with 51,870 inhab. (18,460 Mohammedans and 6400 Jews) and a garrison of 5000 men, lies in a narrow valley watered by the *Miljacka*, at the foot and on the slopes of partly wooded hills rising to a height of 5250 ft. The numerous minarets and the little houses standing in gardens give the widely scattered town a very picturesque appearance, which, however, the numerous modern buildings unfortunately threaten to obliterate. The river, which bursts forth from a gorge just above the town, is crossed by nine bridges. In the modern part of the town trade and business are mostly in the hands of Jews and Christians; the Moslems have their shops chiefly in the bazaar, and their houses on the hillsides. — Between the railway-station and the town lie the large *Barracks* (Pl. C, D, 3) and the unfinished buildings of the new *National Museum* (Pl. D, 4). Farther on, to the right, at the intersection of the electric tramways, is the *Tobacco Factory* (Pl. E, 3, 4; visitors admitted on application on week-days, except at the noon dinner-hour).

The three main streets on the right bank of the Miljacka, the *FRANJE JOSIPA ULICA* (*Francis Joseph Street*; Pl. G, H, 3), con-

1914:



the former territory of the Tartar Khans. Their speech, customs, and character are spread over the whole empire. Physically they are blond, blue-eyed, and vigorous, with broad shoulders and bull necks, often somewhat clumsy and with a strong tendency to obesity. Their character has been influenced not only by a long history of subjugation to feudal despotism, but also by the gloomy forests, the unresponsive soil, and the rigorous climate, and especially by the enforced inactivity of the long winters. In disposition they are melancholy and reserved, clinging obstinately to their traditions, and full of self-sacrificing devotion to Tzar, Church, and feudal superior. They are easily disciplined, and so make excellent soldiers, but have little power of independent thinking or of initiation. The normal Great Russian is thus the mainstay of political and economic inertia and reaction. Even the educated Russian gives comparatively little response to the actual demands of life; he is more or less the victim of fancy and temperament, which sometimes lead him to a despondent slackness, sometimes to emotional outbursts. Here we have the explanation of the want of organization, the disorder, and the waste of time which strike the western visitor to Russia. This pessimistic outlook finds expression in the word that is forever on Russian lips — *ничего́* (*nitchevó*), 'it doesn't matter'; the Russian derives his faults as well as his virtues from his 'wide nature' (*широ́кая нату́ра*). The important and fascinating literature of Russia reflects this dreamy and melancholy outlook on life, which is seen also in the national songs and music.

The **Towns** of Great Russia generally cover a great deal of ground, and are all laid out on the same pattern. The centre is occupied by a spacious square, from which radiate broad and badly paved streets crossing each other at right angles. In the central part of the town the houses are built of stone and painted white, yellow, or pink. The public buildings seldom possess any architectural interest. In the suburbs the houses are of wood and stand at considerable distances from one another. The only effective architectural features are the large churches, which generally stand in open spaces at the intersection of the streets. Their gilded, silvered, or brightly coloured cupolas are very conspicuous. The commerce of the place, especially its retail trade, is often concentrated in Oriental fashion in bazaars or 'factories' (*гостинные дворы*). Each shopkeeper has his abacus (*счёты*) and samovar or tea-machine (*самова́ръ*). A large proportion of the population wear uniforms, including not only soldiers but civil servants, students, schoolboys, and so on.

The **Villages** (*Село́*, village with church; *Дерёвня*, village without church) generally consist of one long straggling and unpaved street. In N. Russia the miserable houses (*избы*) are composed of logs placed horizontally one above the other, the interstices being filled with tow (*пакля*) and moss. The interior consists of a single room. The brick stove (*печь*) is used for heating, cooking, and baking, and also as a couch and a bed. Every house in town and country has its *ikon* (*обра́зь*), with a perpetually burning lamp (*лампа́да*), before which every Russian crosses himself on entering the room. The court is surrounded by an open shed, adjoined by the stables, barns, and threshing-floor. Every village possesses a simple kind of vapour bath, which is much frequented, especially on Saturdays (comp. p. xxxi).

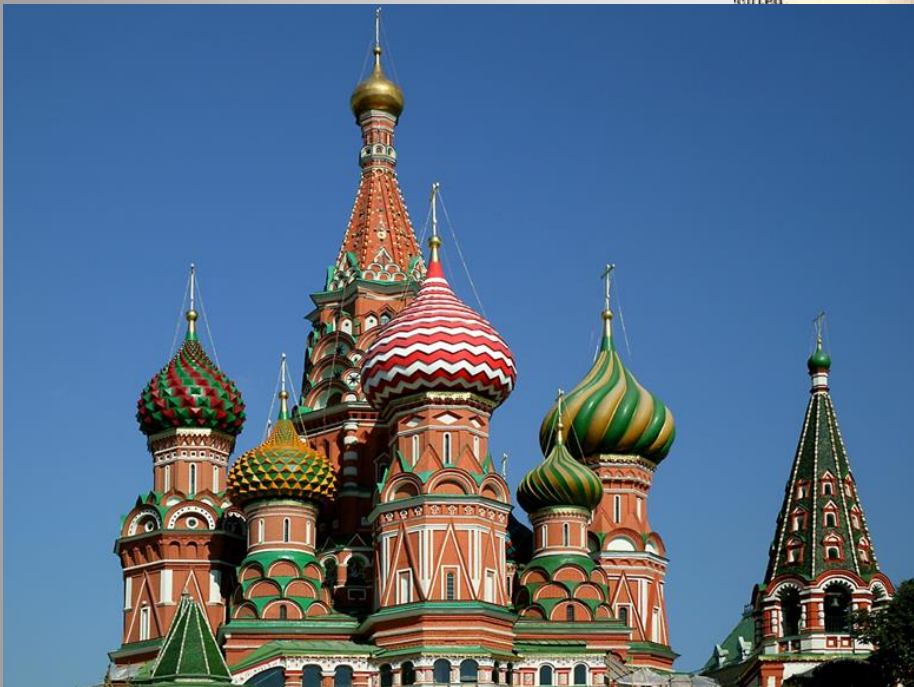
The regular dress of the Great Russian peasant consists of a coloured shirt (*Rubáshka*) generally of red cotton (*Kumátsch*), which is worn outside the trousers and not tucked in. Broad leathern boots (*Sapógi*), reaching to the knees, or puttees (*Onútschi*), fastened to sandal-like bast shoes (*Lapti*), cover the ends of the coloured, and baggy trousers (*Portki*). In winter felt boots (*Válenki*) are common. The long-skirted coat (*Kaftán*), with a low collar, is held together by a belt or coloured sash. In summer the upper garment is the *Armyák*, made of coarse cloth with a broad collar, in winter the sheepskin *Tulúp* or the fur *Shuba*. The head is covered by the low *Shapka*, made of felt or fur, or by the peaked *Kartúz*. The ordinary Russian lets his beard grow, and allows only the hair of his head to be cut. — The chief garment of the women is the *Sarafán*, a skirt and bodice with shoulder-straps, all in one piece, or the *Panyóva*, a linen skirt. Above these is a short *Kaftán*. Round the head they wear a gaudy handkerchief, which is often replaced on holidays by a sort of tiara (*Kokóshnik*) adorned with imitation pearls.

The **LITTLE RUSSIANS** (*Малороссы*; 20,000,000) are settled in the Black Earth district (*i.e.* in Little Russia proper), and in the Ukraine, which includes the provinces of Kiev, Poltava, Kharkov, and Tchernigov. They are also found in Volhynia and Podolia, whence, under the name of Ruthenians, they spread into Galicia and N.E. Hungary. In recent times they have also colonized Bessarabia, Kherson, and Taurida, in which provinces they now form a majority of the inhabitants. They are slender and dark, and they have the emotional southern temperament; their poetry and music are of a high order, as is evidenced by their popular songs and proverbs. Their dialect is very different from those of the Great and White Russians. The settlements of the Steppes are still more straggling than those of the forest region; owing to the lack of timber the houses are generally built of mud or clay.

The *Cossacks* are not a distinct stock, but are descended from the refugees and outlaws who occupied the frontier districts between the settled and the nomadic tribes. These were afterwards organized as a frontier militia and as light cavalry. The only Cossacks now in European Russia are those in the lower valley of the Don and in the Urals (Orenburg Cossacks).

A unique position is held by the **Poles**, a Slav race occupying the Russian part of the old kingdom of Poland. They are also to be found sporadically throughout W. Russia, which was formerly under their sway. Their total number is about 8,000,000. Their history and their mode of life as well as their religion (they are Roman Catholics) all bring them into much closer connection with W. Europe than with Russia. The Polish language is a member of the W. Slav family, employing Roman characters (comp. p. 2). The Poles are of the middle height, with slender but muscular bodies and light hair. The contrast between the lower classes and the noblesse is very striking, the latter being physically and in character refined to an almost excessive pitch of elegance. Polish women are renowned for their grace and beauty.

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Near the Cathedral of St. Basil is the **Lóbnoye Myesto** (Pl. D, 4; II), i.e. Place of a Skull, a kind of rostrum or round platform, surrounded by a stone balustrade.

In 1605 the False Demetrius was formally received at the Lóbnoye Myesto, while the following year the angry people dragged his murdered body hither. Iván Shuiski was proclaimed Tzar here in 1606, and Mikhail Feódorovitch in 1613. This was the place of the execution *en masse* of the Streltzi (p. 289). The solemn processions, in which the Tzar led the ass on which the patriarch sat, passed the Lóbnoye Myesto on their way to the Cathedral of the Assumption. Religious disputations were also held here on Sunday, and the ukases of the Tzar were also proclaimed here.

At the S. end of the square is the ***Cathedral of St. Basil**, or *Vasíli Blazhénni Cathedral*, more properly called the *Cathedral of the Virgin Protectress and Intercessor* (Покрѳвекій собѳръ Васілія Блажѳннаго; Pl. D 4, II), a building of very singular appearance, begun by Iván the Terrible in 1554 from plans by the Russian masters *Barma* and *Postnik*, to commemorate the conquest of Kazan. It was consecrated in 1557, but was not really completed until 1679. In 1812 the church was plundered by the French and used by them as a stable, but in 1839-45 it was restored in its original form. It consists of eleven small, dark chapels, arranged in two stories, and combined in a most extraordinary agglomeration. The building is surmounted by a dozen domes and spires, painted in all the colours of the rainbow, and of the most varied forms. Some of them are shaped like bulbs or pine-apples, some are twisted in strange spirals, some are serrated, some covered with facets or scales. All of them bulge out over their supporting drums and are crowned by massive crosses. The decoration, in which numerous Renaissance details may be detected, is of the most exuberant character. The whole effect is quaint and fantastic in the extreme. — The interior contains little of interest.

The E. side of the Krásnaya Square is occupied by the so-called **Trading Rows** (*Torgóvniye Ryadi*; Pl. D 4, II). The *Upper Rows* (Вѳрхніе торгѳвныя ряды), between the Ilyinka and the Nikólskaya, were built by A. N. Pomerántzev in sandstone in 1888-93, at a total cost of 6,000,000 rb., besides 9,500,000 rb. for the site. They are three stories in height, 275 yds. long, and 95 yds. deep, and are intersected in each direction by three glass-covered corridors, with bridges in the second and third stories. The main building has two towers in the middle. Restaurant in the basement, see p. 271. The Upper Rows (open 8-8; chief entrance in the Red Square) contain about 1000 offices and shops, used for both retail and wholesale trade. Visitors should not omit to walk through them. — The *Middle Rows*, between the Ilyinka and Varvárka, were constructed by R. I. Klein, and are chiefly used for wholesale trade.

In the VARVÁRKA (Pl. D, 4; II), to the right, is the *Známenski Monastery*, or Convent of the Apparition of the Virgin, founded in

VIII. TEHERAN. RAILWAYS IN ASIATIC RUSSIA. PORT ARTHUR. PEKING.

Route	Page
74. From Baku to Teheran	497
75. From Baku to Tashkent (Turkestan)	506
a. From Baku to Samarkand. Bokhara	510
From Merv to Kushka 512.	
b. From Samarkand to Tashkent	519
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Chin-wang-táo. Jehol 550.—Tsingtau 552.	
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74. From Baku to Teheran.

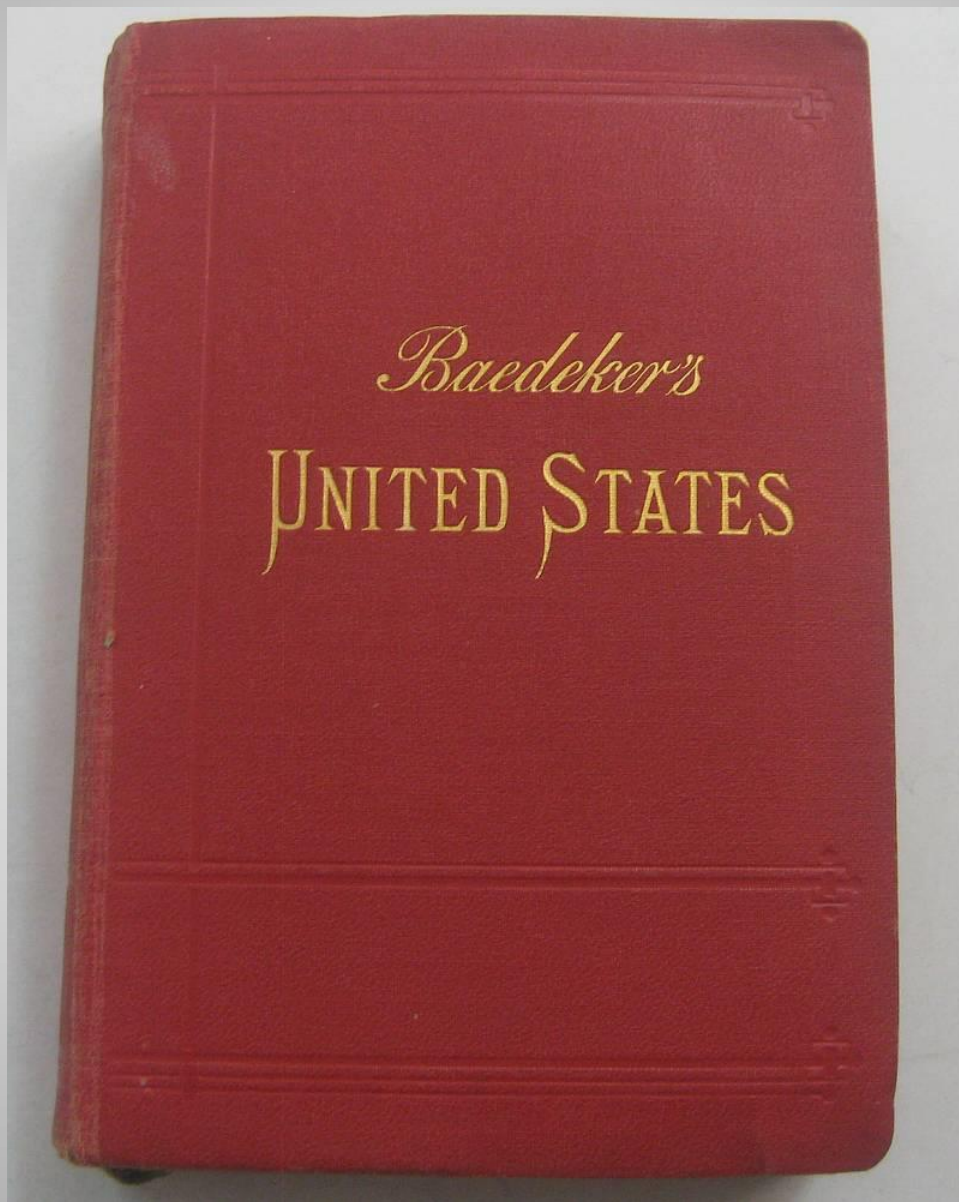
FROM BAKU TO ENZELI, 343 V. (227 M.), mail steamer of the *Caucasus & Mercury Co.* (p. 462) twice weekly direct in 18 hrs. (fares 20 & 12 rb., including dinner).—FROM ENZELI TO RESHT, 28 V., carriage in 3½ hrs. (fare 50 kran, including a toll).—FROM RESHT TO TEHERAN, 333 V. or 221 M. (54 farsákh or parasangs; 1 farsákh = ca. 4 M. = ca. 6¼ kilomètres), carriages of the *Bakhman-Bahram Co.* (p. 499) in 2 or 3 days (motor omnibus service projected; ordinary mail-coaches used by natives only). A four-seated landau or coupé costs 674 kran 13 shahi, a two-seated droshky 619 kran 13 shahi; in addition there are tips amounting to 72 kran and a toll of 59 kran 10 shahi; 1 pud (36 lbs.) of luggage is allowed for each carriage (each additional man, *i.e.* 6½ lbs., 2 kran 15 shahi extra).

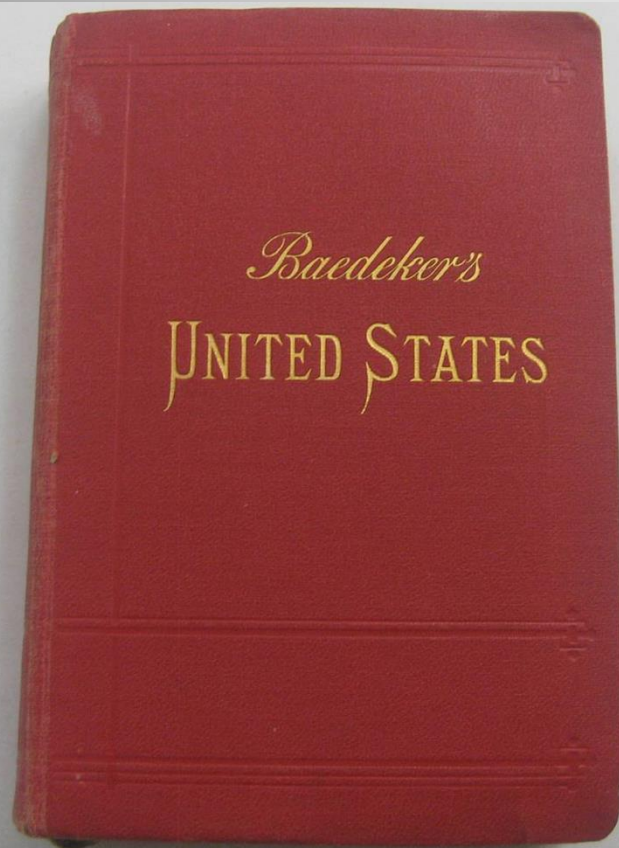
PASSPORT. For entrance into Persia a passport provided with the visa of a Persian consul is necessary. This may be obtained at Baku or Tiflis (fee 2 rb. 40 cop.); in case of necessity, however, the visa may be procured on application in Enzeli for a fee of 13 kran 12 shahi.—**PERSIAN MONEY.** The currency consists of silver coins of 1, 2, and



From Debes' Neuer Handatlas

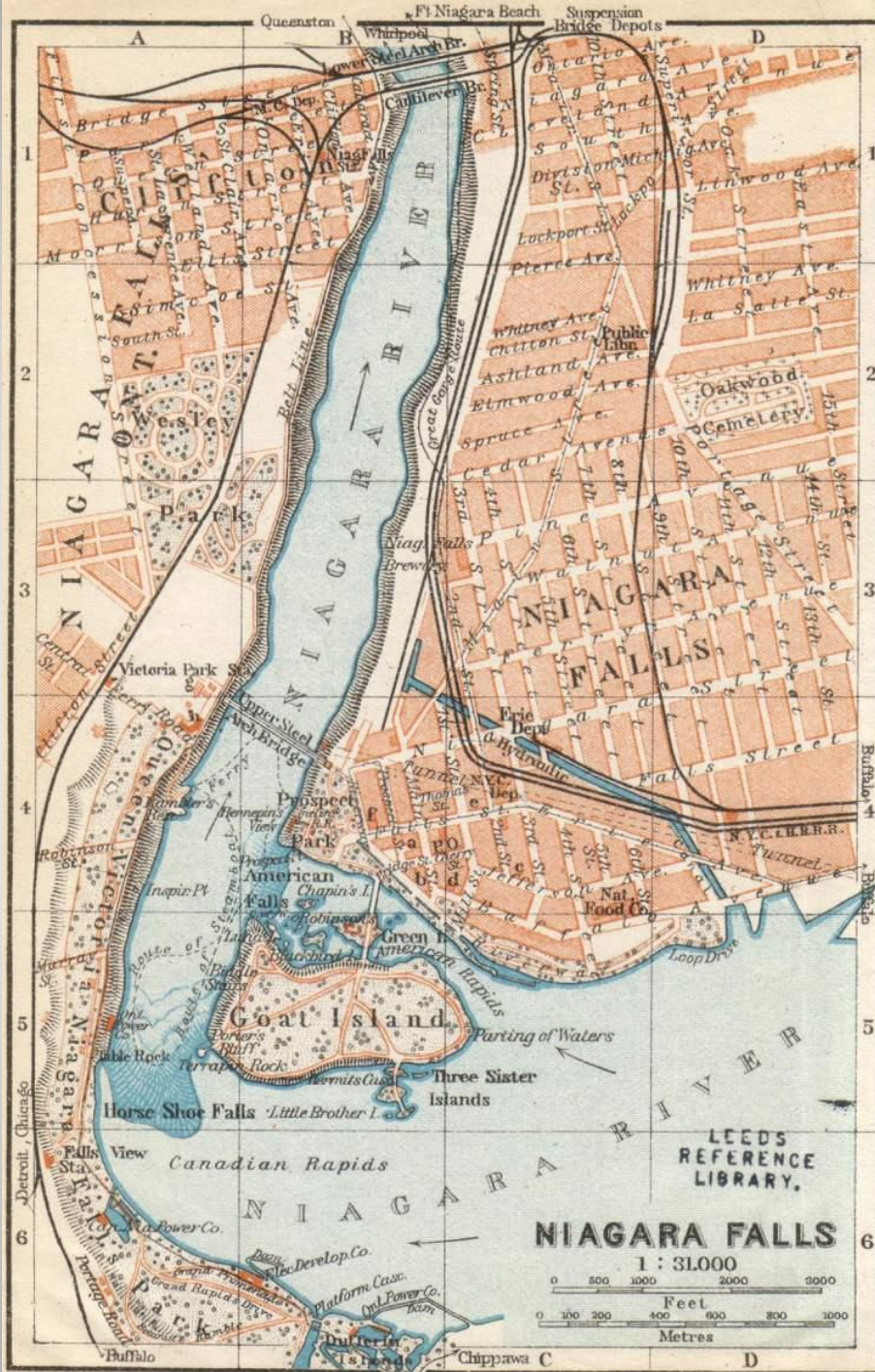
1909:





The first requisites for the enjoyment of a tour in the United States are an absence of prejudice and a willingness to accommodate oneself to the customs of the country. If the traveller exercise a little patience, he will often find that ways which strike him as unreasonable or even disagreeable are more suitable to the environment than those of his own home would be. He should from the outset reconcile himself to the absence of deference or servility on the part of those he considers his social inferiors; but if ready himself to be courteous on a footing of equality he will seldom meet any real impoliteness. In a great many ways travelling in the United States is, to one who understands it, more comfortable than in Europe. The average Englishman will probably find the chief physical discomforts in the dirt of the city streets, the roughness of the country roads, the winter overheating of hotels and railway cars (70-75° Fahr. being by no means unusual), and (in many places) the habit of spitting on the floor; but the Americans themselves are now keenly alive to these weak points and are doing their best to remove them.

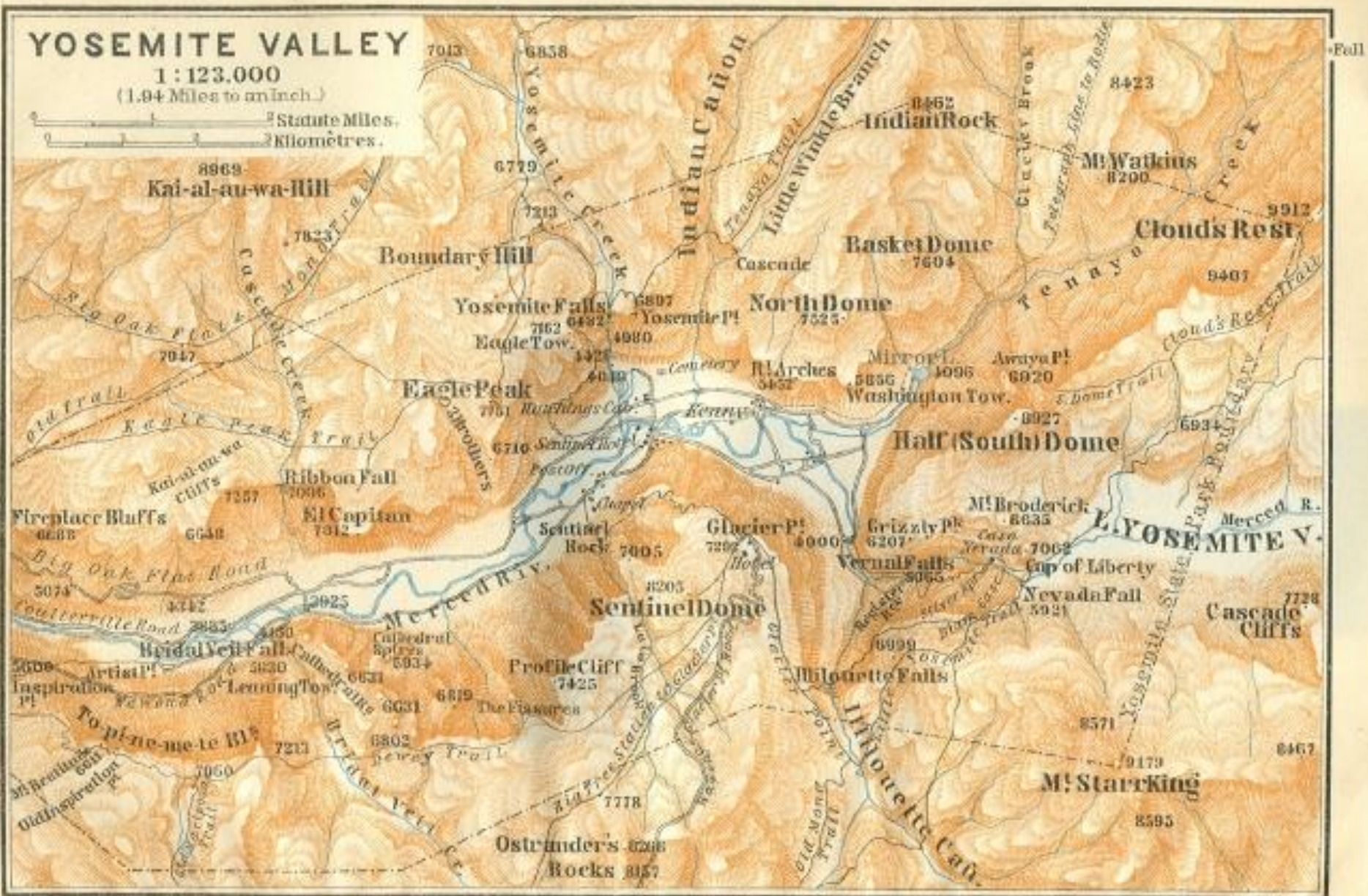
Throughout almost the whole country travelling is now as safe as in the most civilized parts of Europe, and the carrying of arms, which indeed is forbidden in many states, is as unnecessary here as there.



YOSEMITE VALLEY

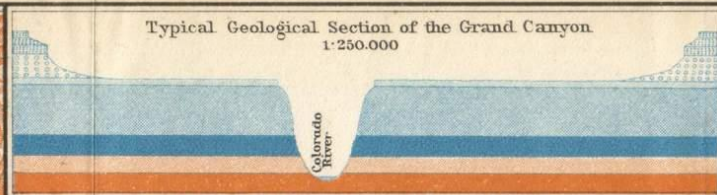
1 : 123,000

(1.94 Miles to an Inch.)



THE GRAND CANYON

Typical Geological Section of the Grand Canyon
1:250,000



- Carboniferous**
- Upper Aubrey Limestone
 - Lower Aubrey Sandstone
 - Upper Red Wall Sandstone
 - Red Wall Limestone
 - Lower Carbonif. Sandstone
- Silurian**
- Silurian
- Archaean**
- Archaean

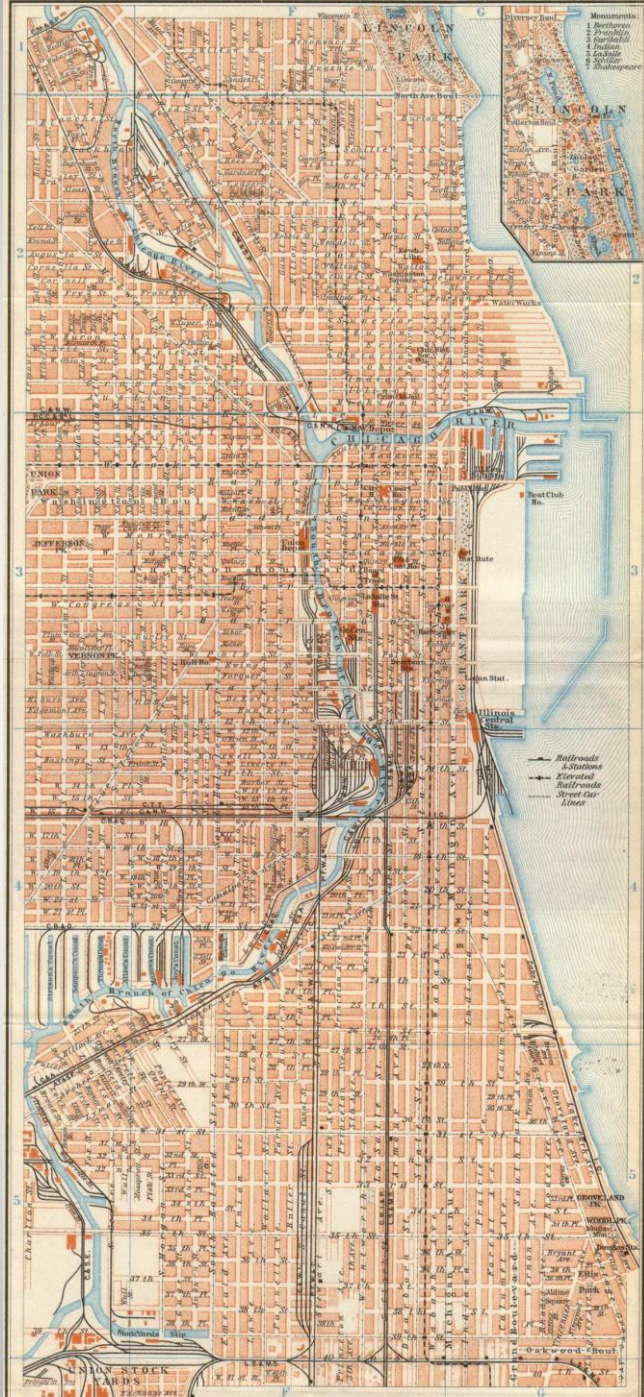
Heights in Feet
 Falls & Rapids Sand
 Spring



C. Canyon, Cr. Creek, F. Fort, M. Mount, P. Peak, Pt. Point, Spr. Spring, T. Temple
 From Official Surveys

CHICAGO I

Wagner & Debes Geogr. Anstalt, Leipzig



93. From Chicago and St. Louis to New Orleans.

ILLINOIS CENTRAL R. R. from *Chicago* to (922 M.) *New Orleans* in 26 hrs. (fare \$23; through-sleeper \$6); from *St. Louis* to (710 M.) *New Orleans* in 20½-24½ hrs. (fare \$18; sleeper \$5).

The train from *St. Louis* runs via *Belleville* and *Pinckneyville* and joins the *Chicago* line (described below) at (95 M.) *Carbondale* (see below).

From *Chicago* to (81 M.) *Gilman*, see R. 58a. Our line continues to run towards the S. 102 M. *Paxton*; 112 M. *Rantoul* (see p. 399). — 126 M. *Champaign* (*Beardsley*, \$2-3; *Rail. Restaurant*), junction of a line to *Decatur* (p. 401), is, with the adjoining city of *Urbana* (*Columbian*, \$2; joint pop. 15,000), the seat of the *University of Illinois* (4600 students), one of the most enterprising and flourishing of the State Universities of the West. — 136 M. *Tolono*; 156 M. *Arcola*; 174 M. *Mattoon*; 198 M. *Effingham*; 213 M. *Edgewood*; 243 M. *Odin*; 251 M. *Centralia* (*Rail. Restaurant*), one of the chief outlets of a rich fruit-growing country (6724 inhab.); 287 M. *Du Quoin*, the junction of lines to *El Dorado* and *St. Louis* (p. 410). — At (307 M.) *Carbondale*, a busy little industrial town (3318 inhab.), we are joined by the line from *St. Louis* (see above). 327 M. *Anna* adjoins *Jonesboro*, a busy market for fruit and cotton. From (355 M.) *Mounds* a branch-line runs to (3 M.) *Mounds City*.

360 M. *Cairo Junction*, for the short branch-line to (3½ M.) *Cairo* (see below).

Cairo (*Holiday*, \$2.5; *Planters*, R. from \$4), a manufacturing city with 12,566 inhab., lies on a low flat tongue of land at the confluence of the *Mississippi* and *Ohio*. In one of its squares is a heroic bronze figure of 'The Hower', by G. G. Barnard. *Cairo* is said to be the 'Eden' of Martin Chuzzlewit.

The train crosses the *Ohio* by a fine bridge and enters *Kentucky* (p. 567). 393 M. *Clinton*. At (407 M.) *Fulton* (p. 586) we are joined by the line from *Cincinnati* and *Louisville* (R. 92c) and enter *Tennessee* (p. 583). The railway forks here, the right branch running to *Memphis*, while the left runs via *Jackson* (*Tenn.*) to *Grenada* (see below). The through-trains from *Chicago*, *Cincinnati*, and *St. Louis* to *New Orleans* follow the former route.

Jackson (*Capitol*, R. from \$1; *Southern*, \$2), with 14,511 inhab., is a considerable cotton-market and carries on various industries. It lies 65 M. to the S. of *Fulton*, and beyond it the line goes on via (112 M.) *Grand Junction* and (136 M.) *Holly Springs* (*Rail. Restaurant*) to (211 M.) *Grenada*, where it unites with the main line described in this route.

From *Fulton* our train runs towards the S.W. 424 M. *Moffatt*; 456 M. *Dyersburg*; 481 M. *Henning*; 510 M. *Millington*.

528 M. *Memphis* (*Rail. Restaurant*), see p. 586. We stop here first at the *Poplar St.* and then at the *Calhoun St.* station. Two routes run hence to *New Orleans*, one via *Vicksburg* (p. 587), the other via *Grenada*. Our train follows the latter and runs towards the S.E. — 550 M. *Hernando*; 577 M. *Sardis*; 606 M. *Oakland*. — At (628 M.) *Grenada*, on the *Yalobusha River*, we rejoin the route we

left at *Fulton* (see p. 587). 681 M. *Durant*; 716 M. *Canton*. — 739 M. *Jackson* (*Edwards Ho.*, R. from \$1), the small capital of *Mississippi* (7816 inhab.), has a handsome *State House* and other public buildings. — 793 M. *Brookhaven*; 817 M. *McComb City*. — Beyond (835 M.) *Osyka* we enter *Louisiana*. 869 M. *Hammond*. In approaching *New Orleans* we cross the outlet of *Lake Maurepas* (right) and skirt *Lake Pontchartrain* (left). 915 M. *Pacific Junction*.

922 M. *New Orleans*, see p. 631.

94. From St. Louis to Texarkana.

490 M. *St. Louis*, *IRON MOUNTAIN*, AND *SOUTHERN RAILWAY* in 16-22 hrs. (fare \$14.80; sleeper \$3.50). Through-carriages run by this line to *Arkansas Hot Springs*, *Fort Worth*, *San Antonio*, *Laredo*, *Dallas*, *Houston*, *Galveston*, and *El Paso* (for *Los Angeles* and *San Francisco* via *Texas Pacific Railway*).

St. Louis, see p. 410. The line runs to the S. along the W. bank of the *Mississippi* as far as (27 M.) *Riverside*. It then leaves the river and runs to the S.W. through the great mineral district of E. *Missouri*. From (61 M.) *Mineral Point* (860 ft.) a branch-line runs to (4 M.) *Potosi*, with several lead-mines. At (75 M.) *Bismarck* (1025 ft.; *Rail. Restaurant*) the railway forks, the left branch leading to *Columbus* (*Ky.*; p. 430), while the *Texas* line runs nearly due S. About 6 M. farther on the famous *Iron Mt.* (1075 ft.) is seen to the left.

This is an irregular hill, consisting mainly of porphyry, intersected by numerous mineral veins and capped with a deposit of specular iron ore, 6-30 ft. thick and yielding nearly 70 per cent of pure iron. The amount of mineral already taken from this hill exceeds five million tons.

Pilot Knob (1015 ft.), seen on the same side, 6 M. farther on, also contains a wonderful bed of iron ore, 12-30 ft. thick. 88 M. *Ironton* (910 ft.) uses the fine magnetic ore of *Shepherd Mt.*, which is free from phosphorus and sulphur. The line now passes through the charming *Valley of Arcadia* and then intersects the *Ozark Mts.* (good views). 166 M. *Poplar Bluff* is the junction of a line to (71 M.) *Bird's Point*, opposite *Cairo* (p. 588). Beyond (181 M.) *Neelyville* (305 ft.), the junction of a line to (20 M.) *Doniphan*, we enter *Arkansas* ('Bear State'; pron. 'Arkänsaw'). At (199 M.) *Knobel* (270 ft.) the through-carriages to *Memphis* (p. 586) diverge to the left. 225 M. *Walnut Ridge* (*Rail. Restaurant*). At (262 M.) *Newport* (230 ft.) we cross the *White River* (p. 431).

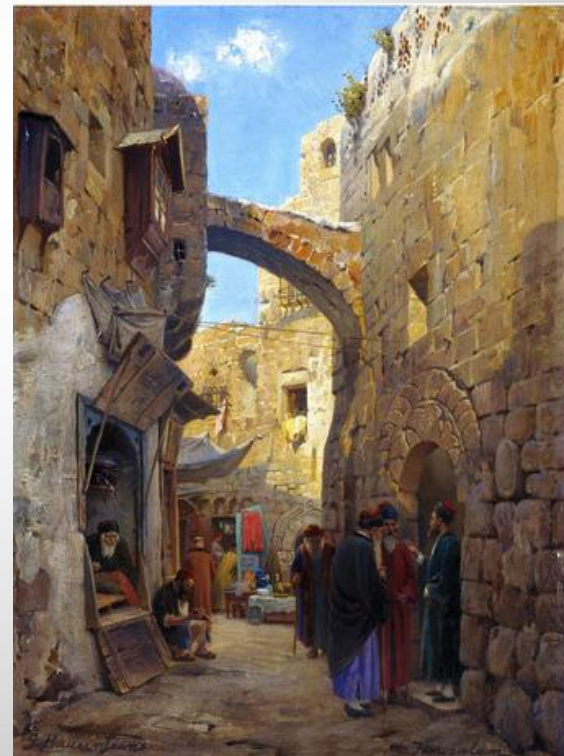
FROM NEWPORT TO JOPLIN, 288 M., railway in 13 hrs. This line ascends through the picturesque *White River Valley*. — 32 M. *White River Junction*, for a branch to (10 M.) *Cushman*; 125 M. *Coiter*; 159 M. *Bergman*; 191 M. *Branson*; 211 M. *Galena*; 224 M. *Crane*, junction of a branch to (34 M.) *Springfield*. At (232 M.) *Aurora* we cross the *Rock Island* railway (*Frisco System*). 271 M. *Carthage*. — 283 M. *Joplin* (*Connor*, from \$2½, R. from \$1), a mining city.

288 M. *Bald Knob*, the junction of a line to (91 M.) *Memphis* (p. 586).

Baedeker's
PALESTINE
AND
SYRIA

The descriptions of the peoples of Europe, the Near East, and the USA reflect the widespread social, racial and patriarchal views of Victorian society.

“The past is a foreign country; they do things differently there.”



Escort. — The escorts of mounted police (*khaiyâl*) or soldiers, which are necessary on certain routes, are paid at the rate of 1 mejidi per day for each man. Details will be found under each route. In unsafe districts a guard should be posted outside the tents; in Nâbulus and some other towns, which will be mentioned in the Handbook, soldiers should be got for this purpose from the commandant. Objects of value should be placed either under the traveller's pillow or as near the middle of the tent as possible, lest they should be within reach of hands intruding from the outside. In case anything should be missed, a complaint should at once be lodged with the sheikh of the nearest village (*Sheikh el-Beled*) and, if this is fruitless, with the *Mâdîr* (p. lvii). The traveller should likewise be on his guard against the thievish propensities of beggars. The greatest number of marauders are found on the borders of the cultivated districts. The desert itself is safer. The unwritten law of the Beduins grants each tribe the privilege of escorting travellers (in return for a suitable bakshish) to the frontier of its territory. As a rule, however, one sheikh will contract to escort the travellers through a number of tribal territories and to settle with the other sheikhs. In this manner the traveller is everywhere sure of hospitality (comp. p. xxix). Human life is generally held in high regard in the desert, and the traveller need have little fear unless he has provoked retaliation by the use of his weapons. The writer, however, has known instances where pretended attacks have been preconcerted between the Beduins and the dragoman in order to extort a higher bakshish from the traveller, which was afterwards divided among the conspirators.

With regard to the fees to be paid to Beduin escorts in districts which do not recognize the Turkish supremacy, no definite rule can be laid down. The Beduins are generally obstinate to a most provoking degree, hoping to weary out the traveller by delay, and thus induce him to accept their exorbitant terms. Negotiations should be conducted through the medium of the consulate, never through unknown persons who officiously proffer their services.

H. Intercourse with Orientals.

Most Orientals regard the European traveller as a Cræsus, and sometimes as a madman, — so unintelligible to them are the objects and pleasures of travelling. They therefore demand bakshish almost as a right from those who seem so much better supplied with this world's goods. He who gives is a good man (*rijâl taiyîb*). In every village the traveller is assailed with importunate crowds of ragged, half-naked children, shouting '*bakshîsh, bakshîsh, yâ khawâja!*' The best reply is to complete the rhyme with, '*mâ fîsh, mâ fîsh*' (there is nothing). A beggar may be silenced with the words '*Allâh ya'tîk*' (may God give thee!). The custom of scattering small coins for the sake of the amusement furnished by the

consequent scramble is an insult to poverty that no right-minded traveller will offer.

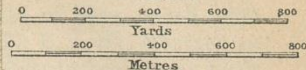
The word bakshish (*bakshîsh*), which resounds so perpetually in the traveller's ears during his sojourn in the East, and haunts him long afterwards, simply means 'a gift', and as everything is to be had for gifts, the word has many different applications. Thus with bakshish the tardy operations of the custom-house officer are accelerated, bakshish is the alms bestowed on a beggar, bakshish means blackmail, and lastly a large proportion of the public officials of the country live almost exclusively on bakshish. Bakshish should be given only at the last moment. It is also advisable at times to give at first less than the full amount the traveller means to part with and to keep the rest to still the further importunity of the receiver.

The following rules should be observed in paying a visit at an Oriental house. The visitor knocks at the door with the iron knocker attached to it, whereupon the question '*mîn*' (who is there?) is usually asked from within. In the case of Moslem houses, the visitor has to wait outside for a few minutes in order to give the women who happen to be in the court time to retire. He is then conducted into the *Manðara* or reception-room, or, if it is summer, into the open colonnade round the court. A low divan or sofa runs round three sides of the *Manðara*, the place of honour always being exactly opposite the door. According to the greater or less degree of respect which the host desires to show for his guest, he approaches one or more steps towards him. A refusal to receive a visitor is considered an unpardonable insult. The first enquiries are concerning the health. No enquiry should be made after the wives of a Moslem, his matrimonial relations being considered as under the veil (*sitr*). Even looking at women in the street or in a house is considered indecorous. Visitors are always supplied with coffee, which a servant, with his left hand on his heart, presents to each in turn, according to his rank. To be passed over when coffee is handed round is deemed an insult. Having emptied his cup, the visitor must keep it in his hand until it is taken from him by the servant, after which he salutes his host in the usual Oriental fashion by placing his right hand on his breast and afterwards raising it to his forehead. The longer the host wishes to have the company of his visitor, the later he orders the coffee to be brought, as the visitor cannot take his leave before partaking of coffee. Among villagers and Beduins, the guest is expected to empty several half-cups of coffee before departing. — All visits must, of course, be returned as in Europe. Those who return to a place after an absence receive visits from their acquaintances before they are expected to call on them. When a visitor is announced at meal-time, it is *de rigueur* to invite him, at least as a matter of form, to partake. Coffee should always be offered.

Heights in Metres

ENVIRONS OF JERUSALEM

1:25,000



Abbreviations:

- J.A. - Tombs of Jehoshaphat and Absalom
- J.Z. - Tombs of St. James and Zacharias
- C. - Cistern, T. - Tomb, R. - Ruin
- W.M. - Windmill



BAEDEKERS
KONSTANTINOPEL
UND
KLEINASIEN

Baedekers
KONSTANTINOPEL
UND
KLEINASIEN

Baedeker's

**Constantinople
and
Asia Minor**

1914



KONSTANTINOPEL UND UMGEBUNG.

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7. Konstantinopel.

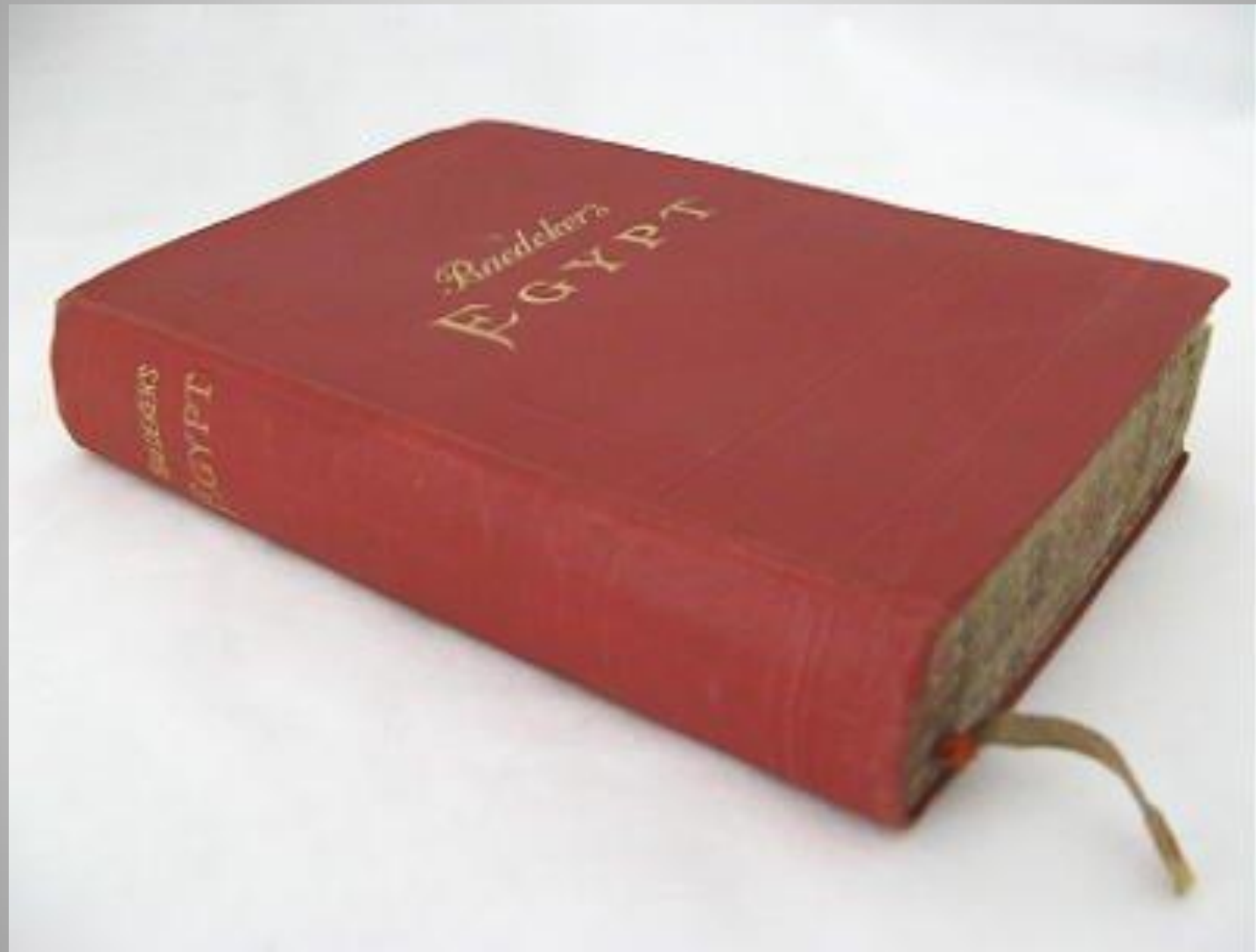
Die Planverweisungen beziehen sich auf den Plan von Pera und Galata (1:10000, S. 145) und den südlich anschließenden Plan des Hauptviertels von Stambul (1:10000, S. 153), soweit diese reichen, außerdem auf den nebenstehenden großen Stadtplan von Konstantinopel (1:20000).
Geld und Zeitrechnung in der Türkei s. S. XVII-XIX, XXI-XXII.





a. Ankunft. Gasthöfe. Speisehäuser. Theater.

Ankunft zur See. — Dampfer vom *Piräus* S. 95 u. 98, von *Smyrna* R. 14, von *Saloniki* S. 98, von *Constantza* (*Küstendsche*) S. 61. Die französischen, rumänischen und ägyptischen Dampfer legen am Galata-Quai an (Pl. H I 4; Quagebühr bei Ankunft














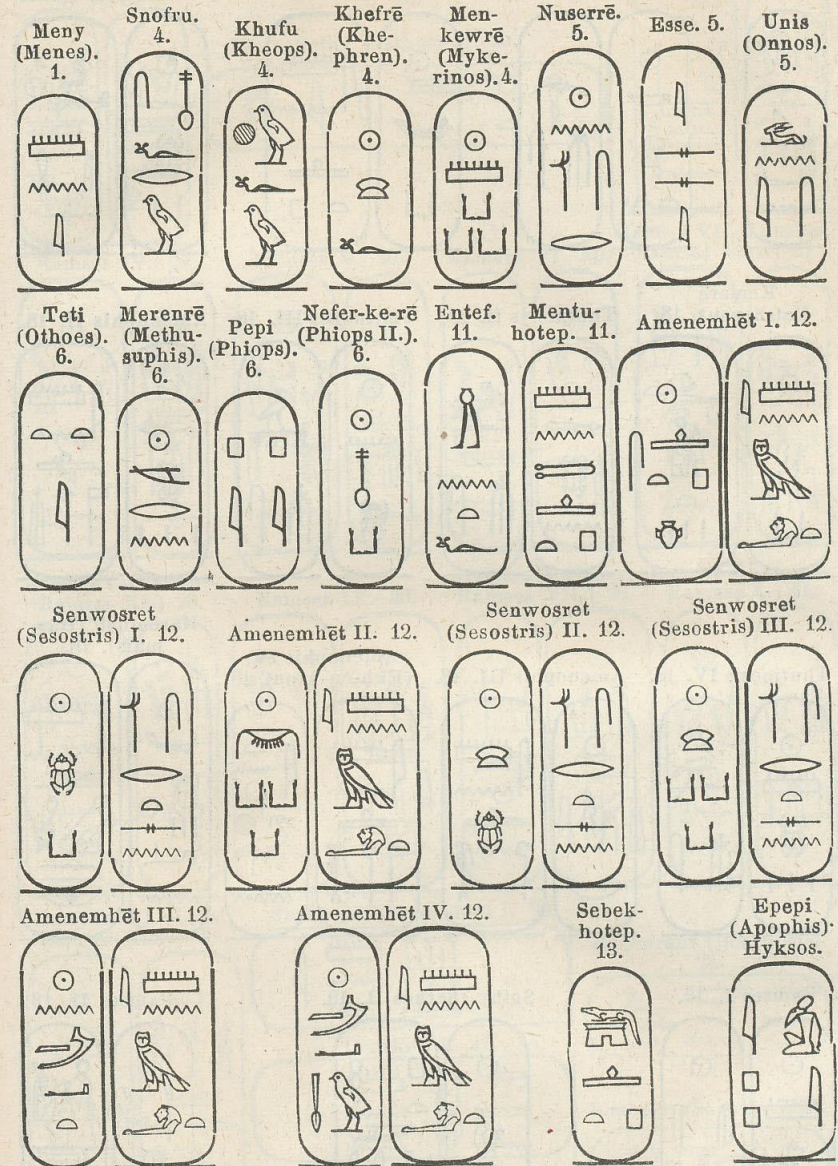
Upper and Lower Egypt', and frequently also by  *neb te'wy*, 'lord of both lands' (p. xcix), or   *neb he'w*, 'lord of the diadems'. The title  *s' R' (se' Rē)*, 'son of the sun', is an addition to the individual or birth name. Thutmosis III., for example, a king of the 18th Dyn., was named —



The former is his official name, assumed at his accession to the throne, the latter his individual name. ☉ is the original word-sign (No. 1) *r'*, 'sun, sun-god Rē';  is the syllabic sign (No. 1) *mn*, here, however, standing for 'to remain';  is the transferred word-sign (No. 22) *hpr*, 'to become, to be'. The first name therefore is *R'-mn-hpr*, or, rather, as the words signifying god or king are written first out of reverence merely, *mn-hpr-R'*, 'remains the being of Rē' (vocalized *Men-heper-Rē*, or, according to the system described below, *Men-kheper-Rē*). In the second cartouche  is the original word-sign (No. 10) *Thwtj*, 'the ibis-god Thout';  and  are the letters *t* and *y*, indicating the final syllable of *Thwtj*;  is the syllabic sign (No. 5) *mś*; and  the letter *ś*, added to show the sound of *mś*. The whole is thus *Thwtj-mś* (i.e. 'the god Thout has created'), corresponding to the Greek *Thutmosis*, and probably to be vocalized *Thut-mose*.

It may here be remarked that the Egyptian names occurring in the Handbook are usually written in the traditional Greek form and not in the native Egyptian; e.g. *Sethos* instead of *Sthy*, *Kheops* (*Cheops*) instead of *Hwfw* (*Khfw* or *Khufu*). For names, however, of which the Egyptian forms are more familiar, or of which there are no known Greek transliterations, the Egyptian forms have been retained, with vowels inserted on the principles explained above. In these cases, however, the diacritical signs are omitted, so that no difference is made between *t* and *t̄*, *z* and *z̄*, *k* and *k̄*, *h* and *h̄*; *w* is sometimes represented by *u*; *y* by *i*; *h* and *h̄* by *kh*; *ś* by *s*; and in certain cases *y* is altogether omitted. The apostrophes ' and ' are uniformly omitted. In short, the general rules adopted by the Greeks for the transliteration of Egyptian words are followed.

4. Frequently Recurring Cartouches of Egyptian Kings.†



† The Arabic numbers placed after the names are those of the different Dynasties. Where two cartouches are given the first contains the official cognomen assumed by the king on his accession, while the second is his individual or birth name.

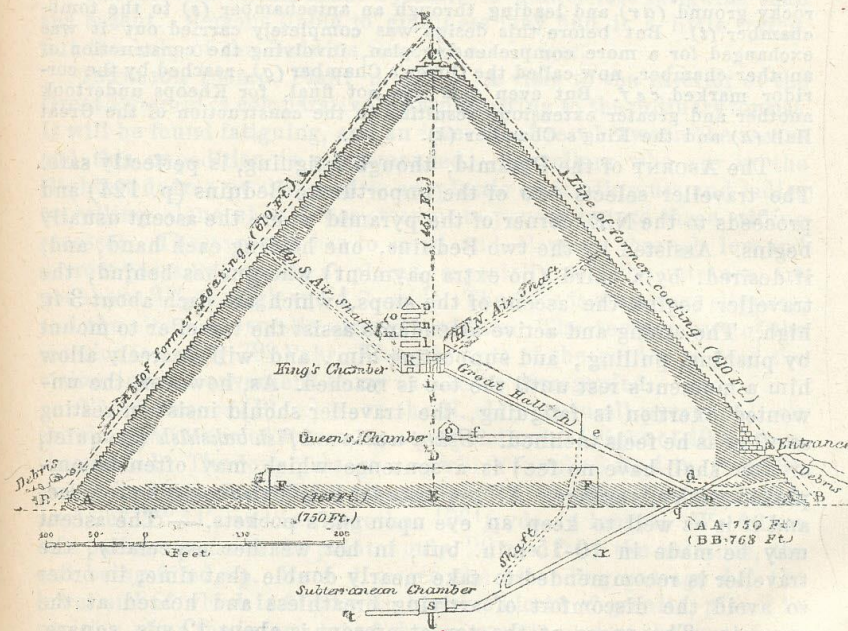
construction of the Pyramids has been opposed by Flinders Petrie, who has sought to show that the initial plan of each pyramid practically contemplated the full extent reached by the completed work. But more recently Borchardt has demonstrated conclusively that Lepsius's theory of the gradual growth of each pyramid is not incorrect, though it requires modification in some essential points. According to Borchardt, each pyramid builder began by planning a monument of moderate size. In many instances this original small conception was permanently adhered to; but it not unfrequently happened that kings who enjoyed long reigns or found themselves in control of more extensive powers expanded their original designs and enlarged their buildings, either by mere additions without altering the passages or chambers (as in the step-pyramid at Sakkâra) or by revising the whole original design, including the chambers, etc., on a new and more extensive scale (as in the second and third pyramids of Gîzeh). Occasionally a second enlargement took place, as in the case of the Great Pyramid.

The Pyramids were opened by sacrilegious robbers at a very early period, probably under the 20th Dyn., when also the tombs of the Theban kings were plundered, or even earlier. Attempts were made to force an entrance into the inner chambers, and passages were laboriously cut through the solid masonry in order to reach the expected treasures. In the course of this mining and tunnelling the passages and chambers sustained much damage. Somewhere about the period of the 25th or 26th Dyn. these injuries were repaired and the pyramids restored. But they seem to have been again invaded by the Persians; and also at later periods, under the Romans and under the Arabs, renewed attempts were made to penetrate to the treasures supposed to lie in the interior.

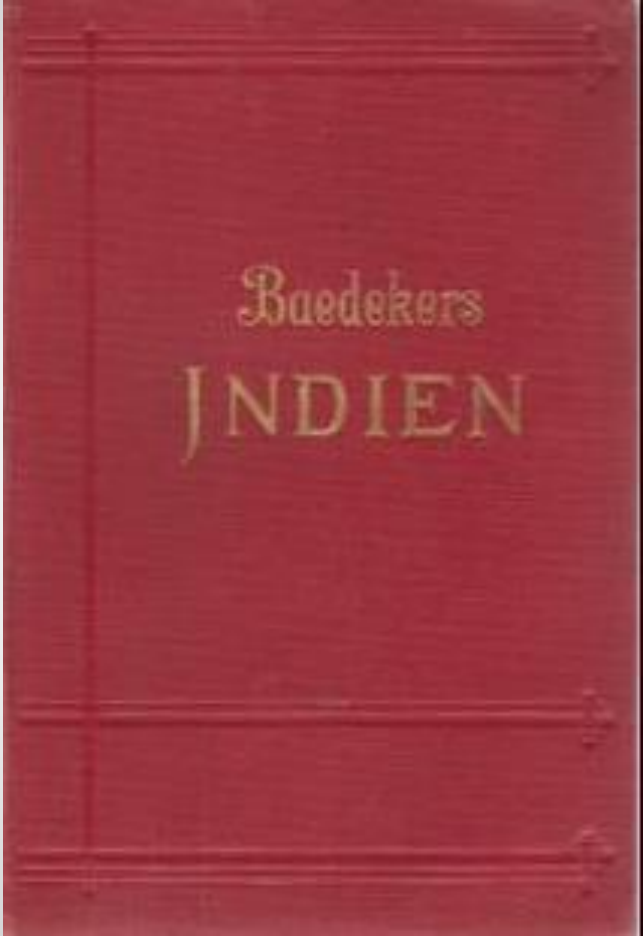
The first modern traveller who carefully and successfully examined the Pyramids was Nicholas Shaw in 1721; but he still entertained the notion that the Sphinx had a subterranean connection with the Great Pyramid. He was followed by Norden in 1737; Pococke in 1743, who gives a plan and dimensions; Fourmont in 1755; Carsten Niebuhr in 1761; Davison in 1763; Bruce in 1768; Volney in 1783; Browne in 1792-98; Denon, Contelle, Jomard, and other savants of the French expedition under Bonaparte in 1799-1801. Jomard in particular has the merit of having taken very accurate measurements. Hamilton, in 1801, was a dispassionate and critical observer. In 1817 Caviglia, a bold, but illiterate and fanciful seaman, was fortunate in eliciting new facts regarding the interior of the Great Pyramid, and excavated the Sphinx. In the same year Belzoni thoroughly explored the interior of the Second Pyramid. Belzoni, an intelligent explorer and accurate draughtsman, was originally a monk at Rome, but when the French occupied that city he retired to London, where he devoted himself to study in spite of many hardships. In 1815 he reached Egypt, where, besides exploring the pyramid, he discovered the tomb of Sethos I. at Thebes, etc. The next eminent explorer was Sir Gardner Wilkinson in 1831. In 1837 and 1838 Col. Howard Vyse and Mr. Perring made very thorough investigations and took careful measurements which will always be considered authoritative. In 1842-45 Prof. Lepsius, the distinguished German Egyptologist, made several very important discoveries and furnished us with much valuable information. He found no fewer than thirty pyramids which had been quite unknown to previous

travellers. G. Maspero opened the small pyramids of Sakkâra in 1880 and discovered important inscriptions. W. M. Flinders Petrie subjected the Pyramids of Gîzeh to a new and thorough investigation in 1881-82. The Pyramids of Dahshûr were examined in 1894-95 by De Morgan; those of Lisht in 1895 by Gautier and Jéquier; and those of Abu Roâsh by the *Institut Français* in 1900-2. Excavations were carried on by German explorers at Abu Gurâb in 1898-1901. A renewed examination of the pyramids and tombs of Sakkâra was undertaken by the Egyptian *Service des Antiquités* in 1900. The *German Oriental Society* (*Deutsche Orientgesellschaft*) carried on excavations at Abusîr in 1902-8, while Germans and Americans (and latterly also Austrians) have been exploring the Necropolis of Gîzeh since 1903. The excavation of the Valley or Granite Temple of Khephren was accomplished by the German Von Sieglin expedition in 1909-10.

The pyramids of Gîzeh stand upon a plateau, which extends about 1600 yds. from E. to W. and about 1300 yds. from N. to S., the E. and N. margins being precipitous at places. The pyramids are built exactly facing the four cardinal points. The diagonal of the largest pyramid from N.E. to S.W. is exactly in a line with the diagonal of the second pyramid.



The **** Great Pyramid** is called by the Egyptians 'Yekhet Khufu', or the 'Glorious Place of Khufu', and was built by *Kheops*, the *Khufu* of the Egyptians (p. xcix). The outermost covering has now disappeared, except for insignificant fragments on the base below the entrance. The length of each side (Pl. A A) is now

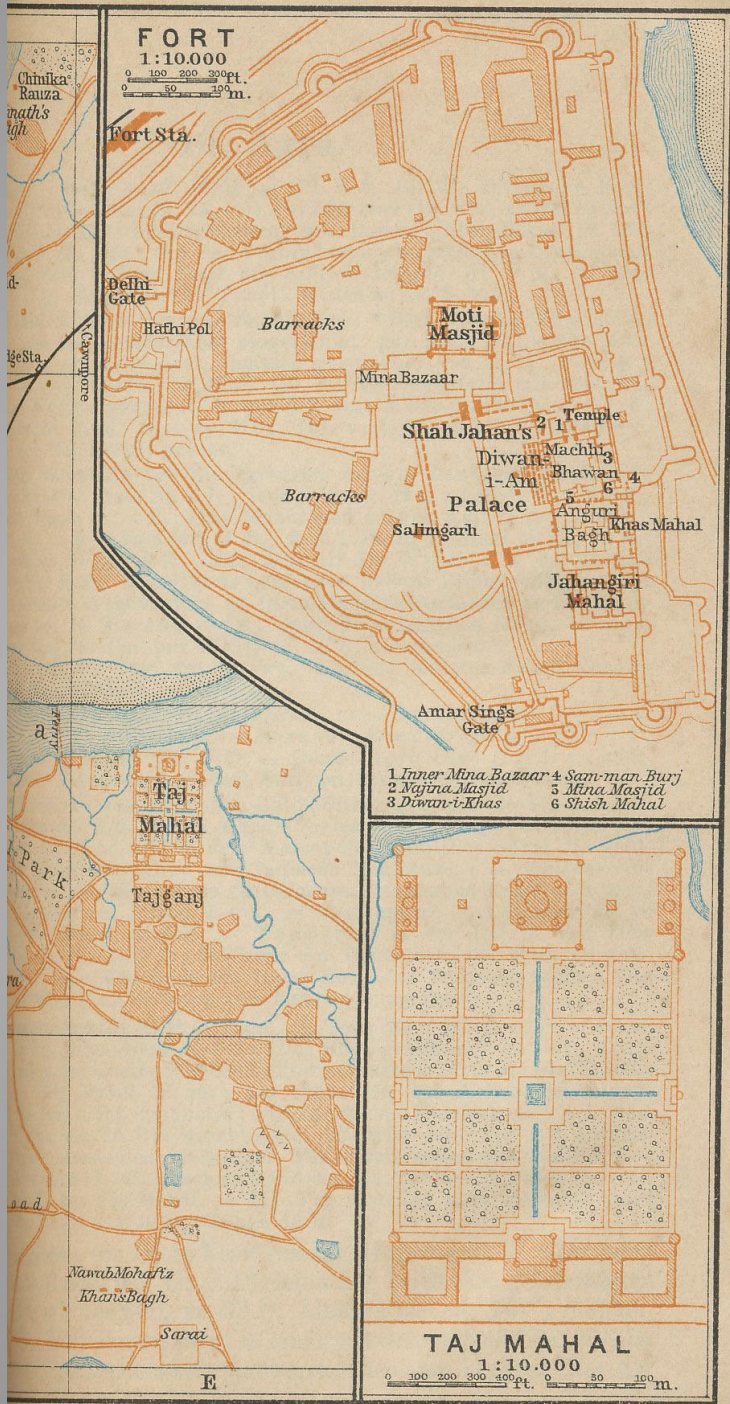


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1914



96

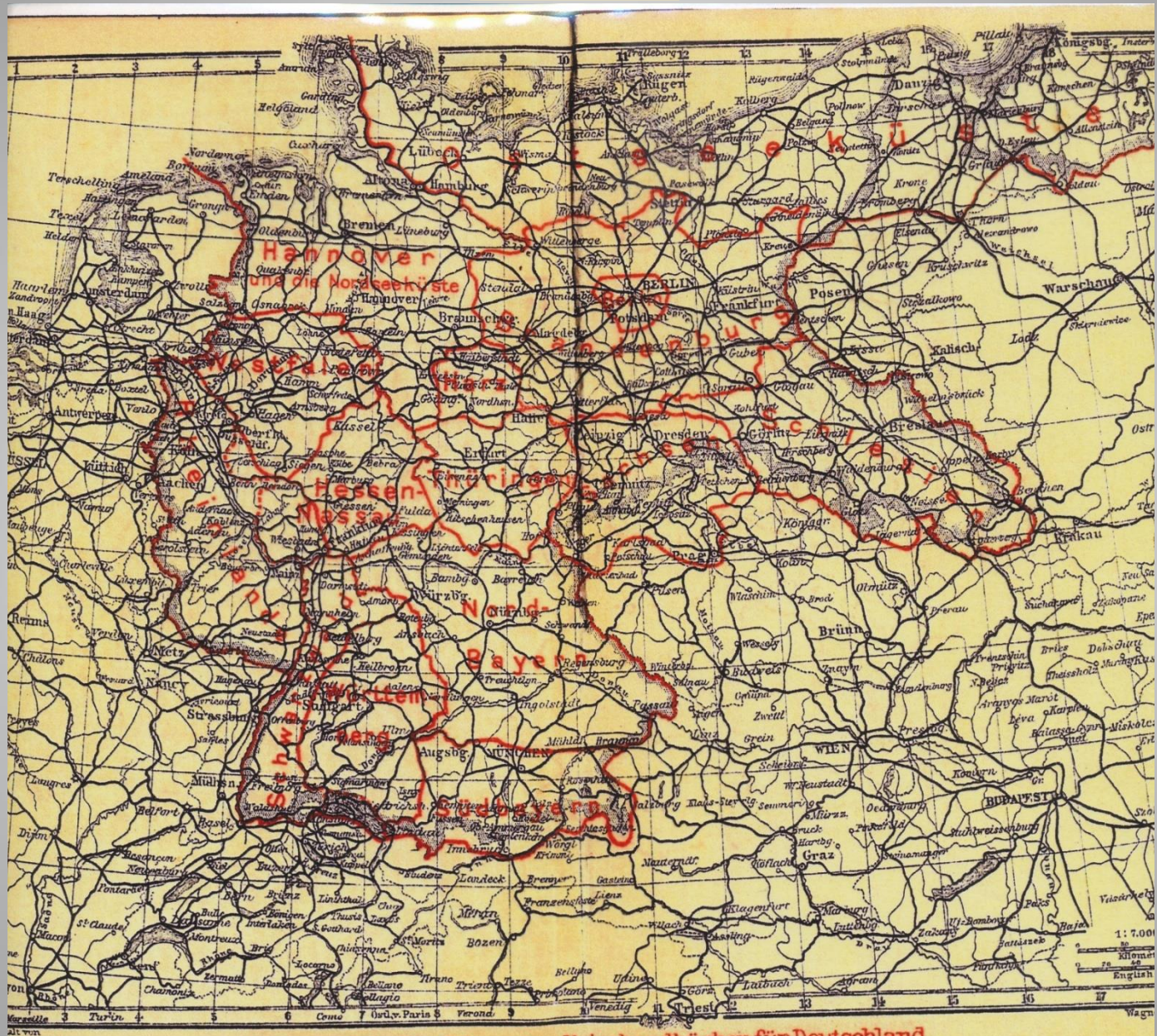
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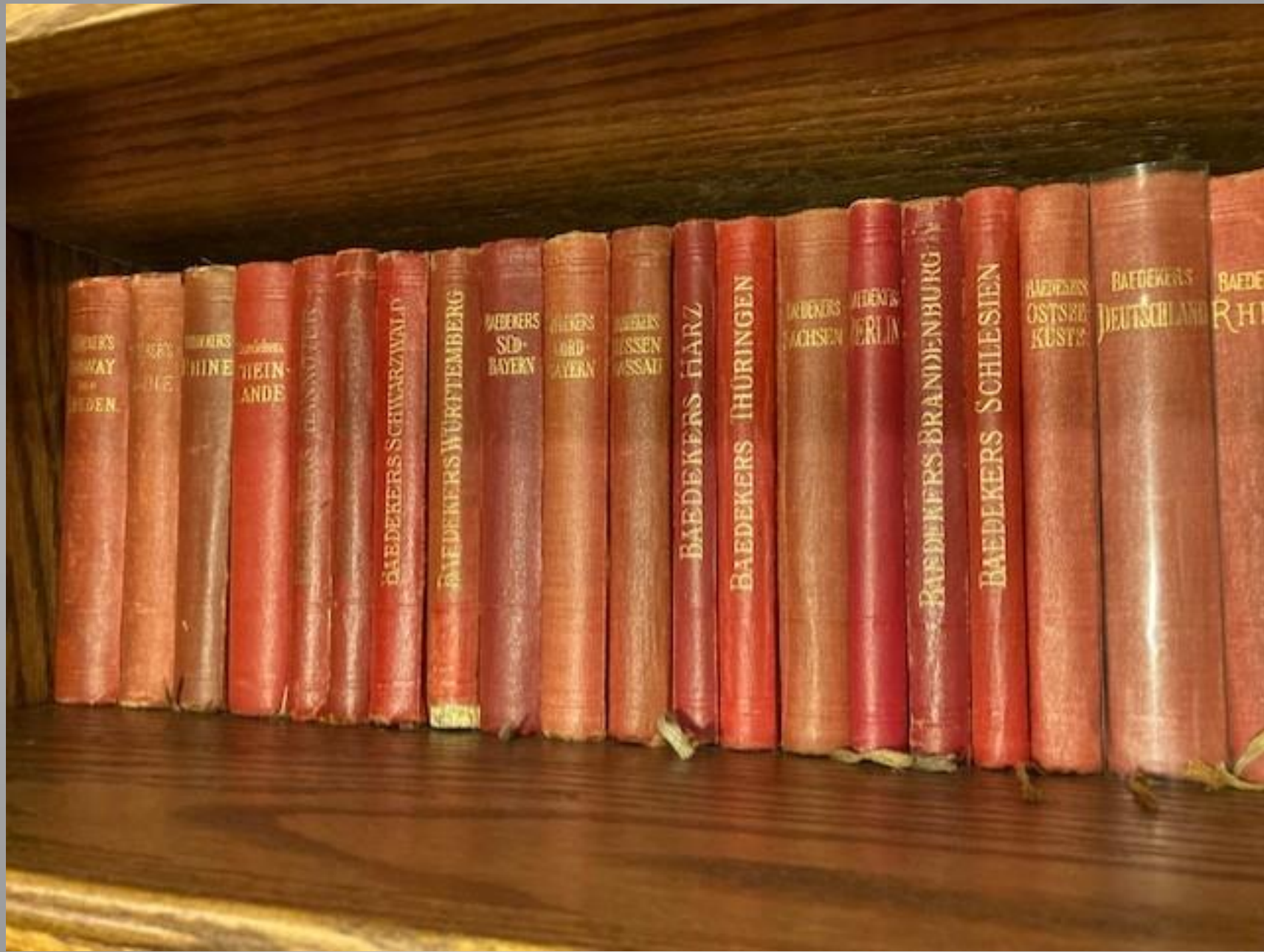
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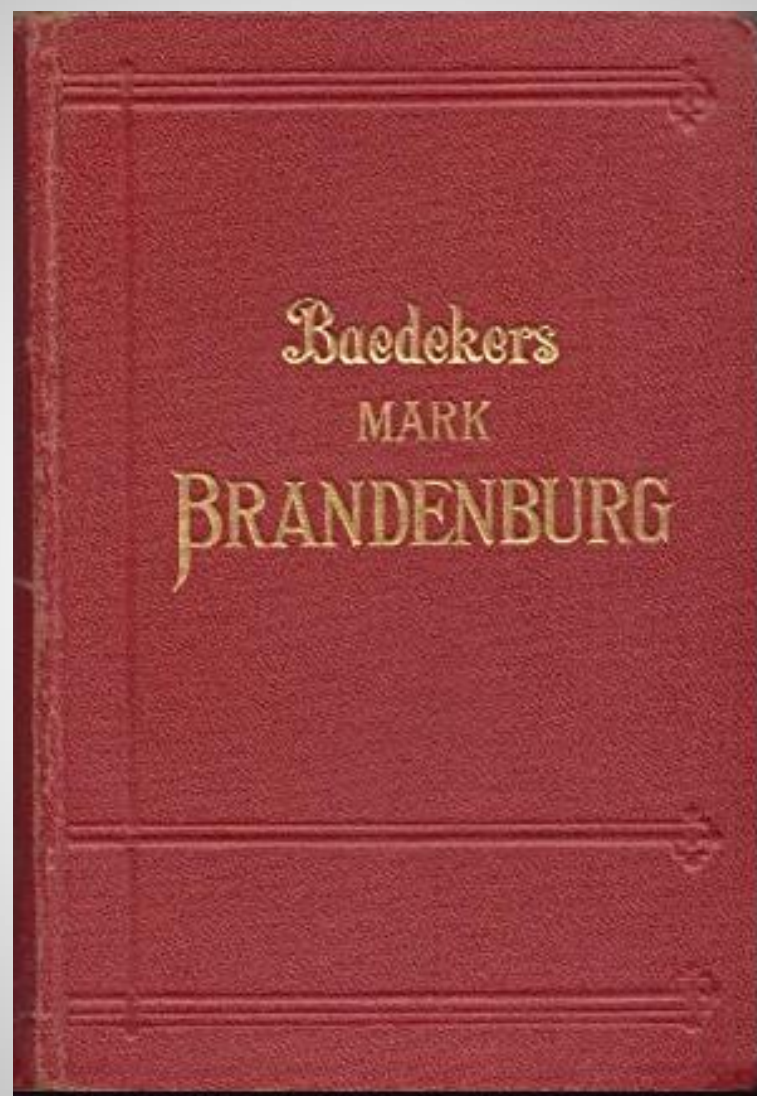
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JORDAN & TIMAEUS

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GESUNDHEITS-CHOCOLADE

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The Nazi era: “Gleichschaltung”

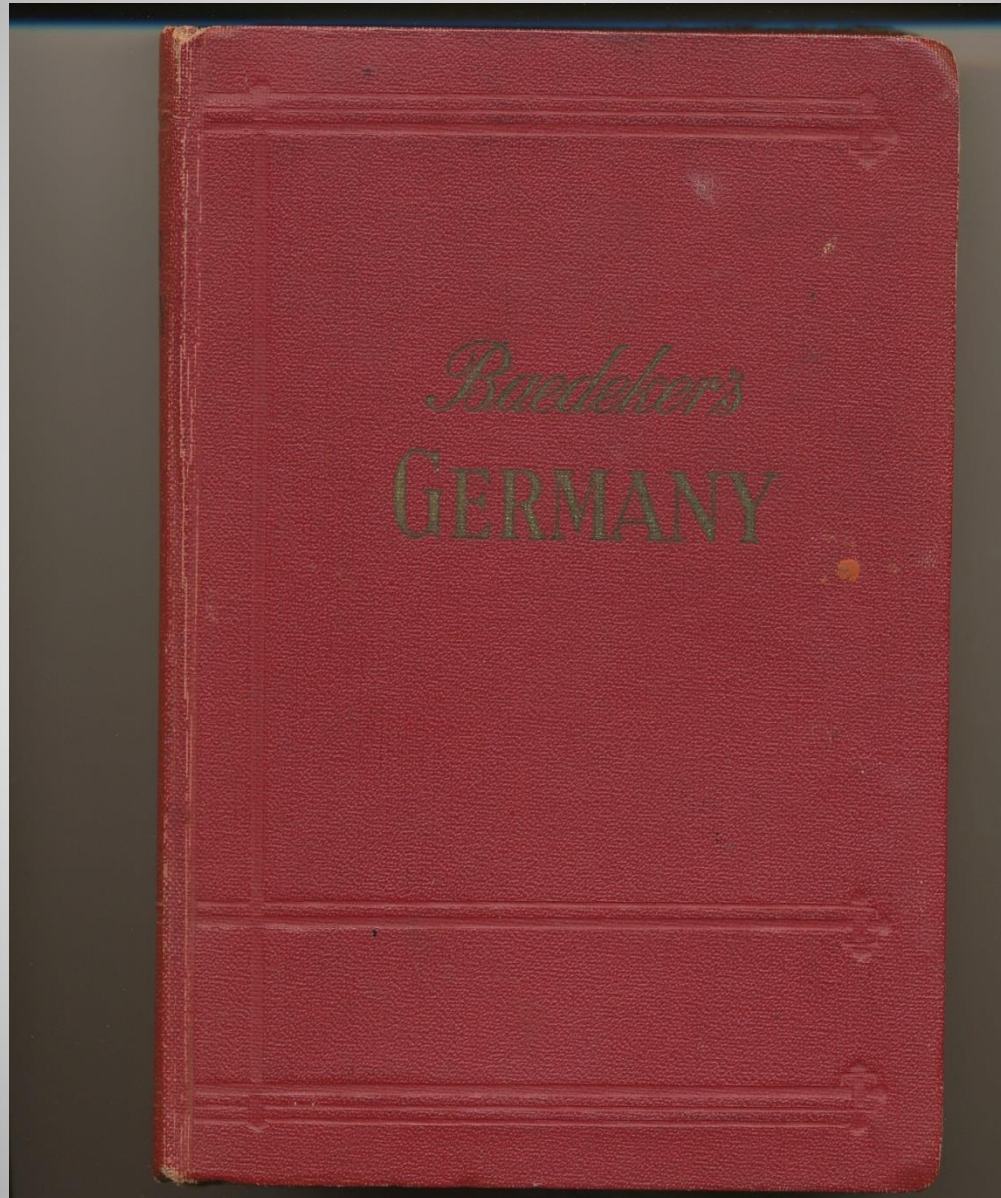


1936:

Baedekers
DEUTSCHES REICH

The image shows the front cover of a red, textured book. The cover features gold-colored lettering in the center. The text is arranged in two lines: the top line reads 'Baedekers' in a stylized, cursive font, and the bottom line reads 'DEUTSCHES REICH' in a bold, all-caps, serif font. The cover is decorated with blind-tooled lines forming a rectangular border around the central text area. The book is set against a dark background, and a small yellow label with the year '1936:' is positioned above the top edge of the book.

1936:



- 1928 April: Atlantic flight of the 'Bremen' aeroplane.
 1929 Aug. 15th to Sept. 4th: the 'Graf Zeppelin' airship flies round the earth.
 1930 June 30th: End of the Rhineland occupation, after 10¹/₂ years.
 1931 Germany is badly affected by the world economic crisis.
 1932 April 10th: Hindenburg re-elected President. The number of members of the National-Socialist Party reaches one million.
 July 31st: at the Reichstag elections the National-Socialists win 230 seats out of 608.

THE THIRD REICH (1933 to present day).

National-Socialism, developed in bitter conflict with Marxism, has systematically carried through the national revolution and eliminated both fruitless Parliamentarianism and the mutual clashing of economic and local interests. Simultaneously, constructive work has been begun on the abolition of unemployment, the reorganization of agriculture as the backbone of the nation, the reawakening of race-consciousness, and a corporative organization of classes.

- 1933 Jan. 30th: *Adolf Hitler* is appointed Chancellor of the Reich by President von Hindenburg.
 March 21st: Opening of the Reichstag in the Garrison Church at Potsdam ('Tag von Potsdam'). By the Enabling Act of March 24th the whole political power is handed over to Hitler, authorizing the Cabinet to make laws by ordinance.
 April 7th: Law for the appointment of state governors ('Reichs-Statthalter', p. lxii).
 May 2nd: Trades unions replaced by the 'Deutsche Arbeits-Front' (German Labour Front; p. lxii).
 Oct. 21st.: Germany leaves the League of Nations after the failure of the disarmament conference.
 Dec. 1st: Law for the safeguarding of the unity of State and Party, the National-Socialist Party thus becoming the sole holder of political power.
- 1934 Jan. 30th: Reform of the Reich, abolishing the sovereign powers and representative institutions of the Federal States.
 Aug. 2nd: Death of President von Hindenburg. *Adolf Hitler*, as 'Führer' (Leader) and 'Reichskanzler' (Chancellor), takes supreme command of State and Party.
- 1935 Jan. 13th: Saar plebiscite (p. 319).
 March 16th: Obligatory military service re-introduced.
 May 19th: Opening of the first 'Reichs-Autobahn' (special motor road), near Frankfurt am Main.

- 1935 Sept. 15th: The swastika flag (p. lxii) is made the sole national flag. New laws dealing with German citizenship.
 1936 March 7th: German troupes re-enter the Rhineland.

XIII. Divisions and Administration of the German Reich.

With its area of 181,699 sq.M., Germany is fourth in size among the states of Europe, but with its population of 66,616,000 in 1935 it takes second place (in 1914, 208,780 sq.M. with a population of 67,790,000). The density of population is 363 persons to the sq.M. (average for Europe about 130). Some 62.7% of the population is Protestant, and 32.5% Roman Catholic.

States or 'Länder'	Area in sq.M.	Population (June 16th, 1933)	Persons to sq.M.	Capital
Prussia	113,023	39,934,011	353	Berlin
Bavaria	29,336	7,681,584	262	Munich
Saxony	5785	5,196,652	898	Dresden
Württemberg	7530	2,696,324	358	Stuttgart
Baden	5817	2,412,951	415	Karlsruhe
Thuringia	4540	1,659,510	365	Weimar
Hesse	2969	1,429,048	480	Darmstadt
Hamburg	160	1,218,447	7588	Hamburg
Mecklenburg	6197	805,213	130	Schwerin
Oldenburg	2480	573,853	232	Oldenburg
Brunswick	1417	512,989	361	Brunswick
Bremen	99	371,558	3757	Bremen
Anhalt	893	364,415	408	Dessau
Lippe	469	175,538	374	Detmold
Lübeck	115	136,413	1186	Lübeck
Schaumburg-Lippe	131	49,955	382	Bückeburg
Saarland	738	811,539	1096	Saarbrücken
German Reich	181,699	66,630,000	363	Berlin

Constitution and Administration. The German Reich, previously a democratic Republic in accordance with the Weimar Constitution of Aug. 11th, 1919, is now, since the Constitution was altered by the laws of 1933 and 1934, a totalitarian state, with the *Führer* and *Reichskanzler* (Leader and Chancellor of the Reich), *Adolf Hitler*, at the head of the government as 'Beauftragter des Volkes' (Commissioner of the People). The Government comprises the following ministries: Reichsaussenminister (Foreign Affairs; Baron von Neurath), Reichsinnenminister (Interior; Dr. Wilhelm Frick), Reichskriegsminister (War; Field Marshal von Blomberg), Reichsfinanzminister (Finance; Count Schwerin von Krosigk), Reichsminister für Ernährung und Landwirt-

schaft (Food and Agriculture; Dr. Walther Darré), Reichswirtschaftsminister (Economics; Dr. Hjalmar Schacht), Reichsarbeitsminister (Labour; Franz Seldte), Reichsminister für Verkehr und Post (Communications and Posts; Baron von Eltz-Rübenach), Reichsluftfahrtminister (Aviation; Colonel-General Göring), Reichsminister für Erziehung und Unterricht (Education; Bernhard Rust), Reichsminister für Volksaufklärung und Propaganda (National Enlightenment and Propaganda; Dr. Joseph Goebbels). In the States ('Länder'; comp. p. lxi), which are now merely administrative units, the powers of the Reich government are exercised by the *Reichs-Statthalter*, governors appointed by and directly responsible to the Chancellor.

The **National-Socialist Party** ('Nationalsozialistische Deutsche Arbeiter-Partei'; NSDAP), the sole political party of the Reich, has its headquarters at Munich (p. 472). The Leader of the party is Adolf Hitler, his deputy Rudolf Hess. The party is governed by the Political Organization, which is divided into regions ('Gäue'), districts ('Kreise'), and local groups ('Ortsgruppen'), and also into the SA (Sturm-Abteilung; brown-shirts), the SS (Schutz-Staffel; black tunics), the NSKK (Nationalsozialistisches Kraftfahrer-Korps, or motor corps), and the HJ (Hitler-Jugend or Hitler Youth, for boys and girls between the ages of 10 and 18 years). The following organizations were created and are controlled by the party: the *Deutsche Arbeits-Front* (DAF, p. lx) of all workers (employees and employers), under which comes the National-Socialist fellowship called 'Kraft durch Freude' (Strength through Gladness), which arranges social gatherings and holidays; the *NS-Frauenschaft* (for women), the *NS-Kriegsopferversorgung* (war victims' after-care), the *NS-Volkswohlfahrt* (NSV), which attends to public welfare and especially to the 'Winter-Hilfswerk' (WH, winter relief).

NATIONAL EMBLEMS. The swastika ('Hakenkreuz' or hooked cross), symbol of the National-Socialist Party, now has its place in every national emblem. The *National Flag* is red, showing a black swastika on a white disk. The army, navy, and air force flag ('Reichskriegsflagge') is likewise red with a cross of white and black stripes and a black swastika in the centre.—**NATIONAL ANTHEMS.** 'Deutschland, Deutschland über alles' (the 'Deutschlandlied'; comp. p. 82) and, side by side with it (since 1933), the Horst Wessel song ('Die Fahne hoch, die Reihen dicht geschlossen'; comp. p. 19).

The *Deutscher Gruß* (German salute) or 'Hitler-Gruss', i.e. the raising of the right arm, accompanied by the words 'Heil Hitler', has since 1933 largely superseded the practice of hat-raising. The army, navy, and air force retain the military salute; but the *Deutscher Gruss* is compulsory for officials, and for everybody when the national anthems are played (comp. above).



Fichelsberge
Reichsamt für Landesaufnahme, Kart. Abt., bearbeitet: Wand

LA GE PLAN
DER KAMPFSTÄTTEN AUF
DEM REICHSSPORTFELD

1. Deutsche Kampfbahn (Olympia-Stadion)
 2. Schwimmstadion
 3. Hockeystadion
 4. Reiterplatz
 5. Basketballplätze
 6. Haus des Deutschen Sports (Reichssportführer)
 7. Turnhallengebäude
 8. Schwimmhallengebäude
 9. Deutsche Turnschule
 10. Kameradschaftshaus
 11. Frauenheim
 12. Dietrich-Eckart-Freilichtbühne
 13. Aufmarschgelände
 14. Polofeld
 15. Führerturm
 16. Gaststätte
 17. Südeingang
 18. Osteingang
- P = Parkplätze
S = S-Bahnhof Reichssportfeld
U = U-Bahnhof Reichssportfeld

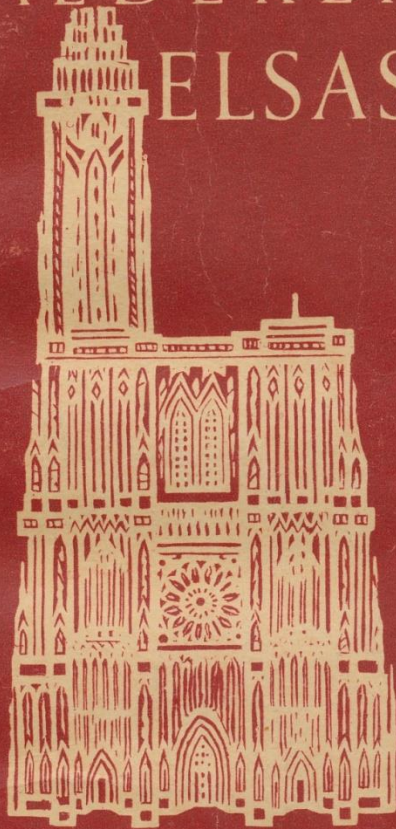
LES CHAMPS DE SPORT
SUR LE REICHSSPORTFELD

1. Stade Olympique (Deutsche Kampfbahn)
 2. Stade de Natation
 3. Stade de Hockey
 4. Stade Equestre
 5. Champs de Basketball
 6. Administration du sport allemand (Reichssportführer)
 7. Salles de gymnastique
 8. Piscines
 9. Ecole de l'association de gymnastique allemande
 10. Foyer d'étudiants
 11. Foyer d'étudiantes
 12. Théâtre de plein air «Dietrich Eckart»
 13. Terrain de fêtes
 14. Champ de Polo
 15. Führerturm
 16. Restaurant Principal
 17. Entrée Sud
 18. Entrée Est
- P = Terrains de stationnement de voitures
S = Station de chemin de fer électrique «Reichssportfeld»
U = Station de métropolitain «Reichssportfeld»

SPORTS GROUNDS
ON THE REICHSSPORTFELD

1. Olympic Stadium (Deutsche Kampfbahn)
 2. Swimming Stadium
 3. Hockey Stadium
 4. Equestrian Stadium
 5. Basketball Courts
 6. Administration Building (Reichssportführer)
 7. Gymnasium Building
 8. Swimming Pool Building
 9. Gymnastic Ass. School
 10. Men's Dormitory
 11. Women's Dormitory
 12. Dietrich Eckart Open-air Theatre
 13. Assembly Ground
 14. Polo Field
 15. Führerturm
 16. Main Restaurant
 17. South Entrance
 18. East (main) Entrance
- P = Parking Spaces
S = District Railway Station «Reichssportfeld»
U = Underground Station «Reichssportfeld»

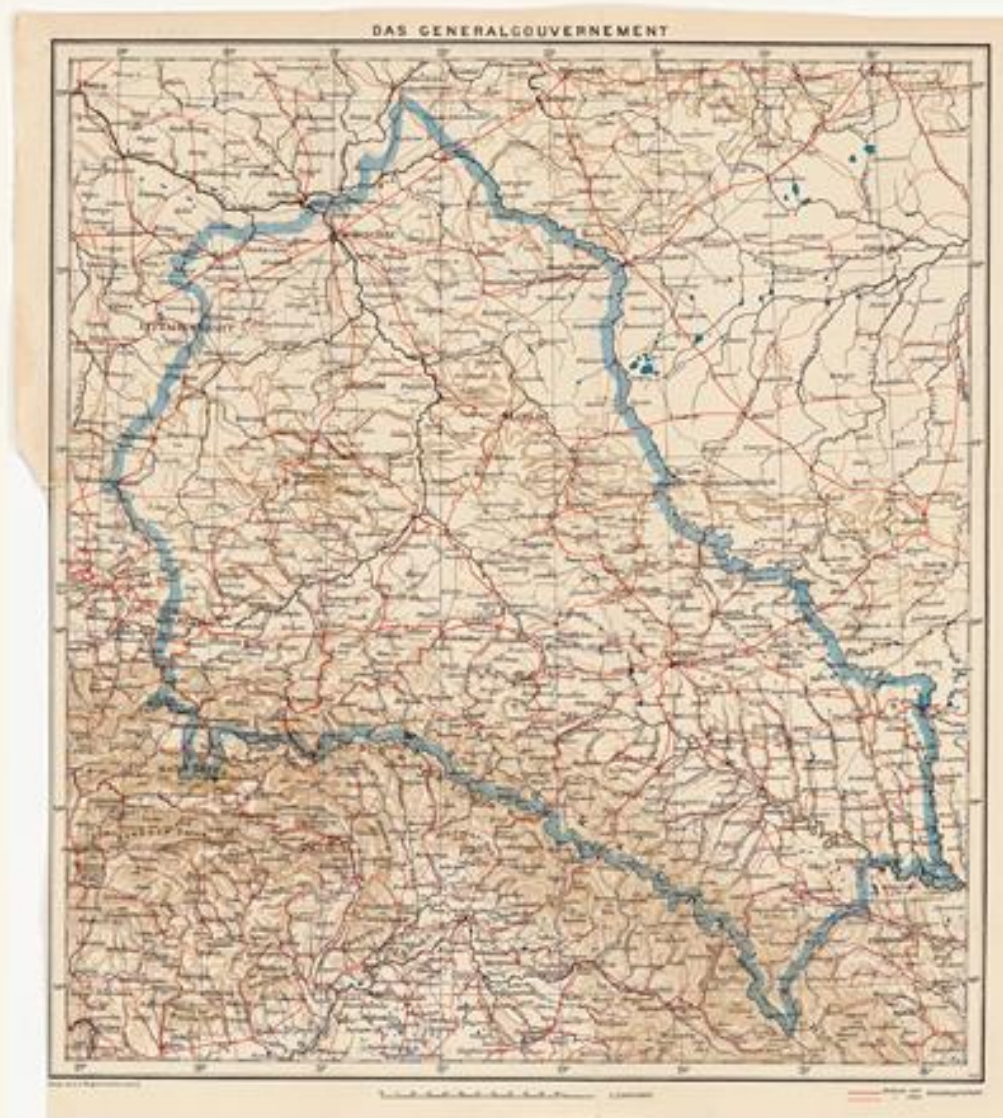
BAEDEKERS
ELSASS



KARL BAEDEKER LEIPZIG

Baedekers
GENERALGOUVERNEMENT

12. Generalgouvernement 1943



Map of the Generalgouvernement, from: K. Baedeker, Das Generalgouvernement, Leipzig 1943

327km *Dzieditz* (252m), Dorf mit Steinkohlengruben, an einem Eisenbahnknotenpunkt, wo die Linie nach Kattowitz und Warschau abzweigt (s. unten).

Die Bahn nach Krakau führt nordöstlich weiter über (348km) *Auschwitz*, eine Industriestadt von 12000 Einwohnern, ehemals Hauptort der Piastenherzogtümer *Auschwitz* und *Zator* (Hotel *Zator*, 20 B.), von wo eine Nebenbahn über *Skawina* (49km; S. 166) nach Krakau führt (69km in 3 St.). — 368km *Krenau* (ehem. *Chrzanow*; 266m), Industriestadt von 23000 Einwohnern; Bahnhofhotel, 10 B. — 374km *Trzebinia* (S. 54). — Weiter nach (413km) *Krakau* s. Route 7a.

Die Bahn von *Dzieditz* (s. oben) nach Warschau führt in östliche Richtung über die obere *Weichsel* und berührt (330km) *Bad Gottschalkowitz*, einen kleinen Badeort mit kräftigen jod- und bromhaltigen Solquellen. — 335km *Pleß* (246m), Städtchen von 8000 Einwohnern, mit einem 1870 in Renaissancestil ausgebauten Schloß des Fürsten von Pleß und schönem Park (*Wisent-Gehege*); Hotel *Pleßer Hof*, 10 B. — Dann in das oberschlesische Industriegebiet (vgl. S. 3).

371km *Kattowitz* (272m; s. S. 4). — Weiter östlich auf der nach Krakau führenden Linie bis (376km) *Schoppinitz-Süd*, dann wieder in nördliche Richtung. — 379km *Sosnowitz* (Nordbhf.), 1902 gegründete, bis zum ersten Weltkrieg russische, dann polnische und jetzt zur Provinz Oberschlesien gehörende Industriestadt von 130000 Einwohnern; Central-Hotel, 42 B. von 2 $\frac{1}{2}$ M an. — 383km *Bendsburg* (ehem. *Bendzin*), Industriestadt mit 50000 Einwohnern, überragt von der mächtigen Ruine einer Burg aus dem xiv. Jahrhundert; Hotel *Bristol*, 40 B. von 2 $\frac{1}{2}$ M an. — 392km *Golonog* (S. 69).

396km *Zombkowitz*, wo eine von Krakau kommende Linie mündet. — Weiter über *Tschenstochau* nach (689km) *Warschau* s. Route 7a.

b. Straße von Wien nach Krakau oder Warschau.

Nach Krakau 421km, nach Warschau 696km; durchweg gut ausgebaute Hauptstraße, bis *Wilfersdorf* Reichsstraße Nr. 116, weiter bis *Wadowitz* (Krakau) Reichsstraße Nr. 374, von *Auschwitz* nach *Tschenstochau* (Warschau) Reichsstraße Nr. 391. — KRAFTPOST von *Wien* (Abfahrt vom Reisebüro der Deutschen Reichspost, *Kärntner Ring* 18) in 2 Tagen über *Preßburg* (66km) und durch die slowakische *Tatra* nach *Zakopane* (535km) und weiter (vgl. Route 21b) nach *Krakau* (645km; Ankunft am *Adolf-Hitler-Platz*); 1942/42 vorübergehend nicht im Betrieb.

Die Reichsstraße Nr. 116 führt von *Wien* (170m; s. *Baedekers* 'Wien und Niederdonau') auf der *Floridsdorfer Brücke* über die *Donau* in die Fabrikvorstadt *Floridsdorf*, bei der Straßenteilung am 'Spitz' geradeaus; weiter nördlich auf der *Brünner Straße* nach dem Vorort *Stammersdorf*, dann am Westrande des *Marchfeldes* entlang (vgl. S. 8).

After the War: Baedeker begins to rebuild.

BAEDEKER'S GUIDE BOOKS

LONDON AND ITS ENVIRONS

Twentieth edition: 320 Pages. 10 Maps and Plans, 80 Sketches. 1951

NORTHERN BAVARIA

Second Impression

205 Pages. 8 Maps, 9 Plans, 94 Sketches. 1951

MUNICH AND ITS ENVIRONS

Second Impression

146 Pages. 2 Plans and a Map of the Environs. 1951

FRANKFURT AND THE TAUNUS

176 Pages. 3 Plans and a Map of the Environs, 66 Sketches. 1951

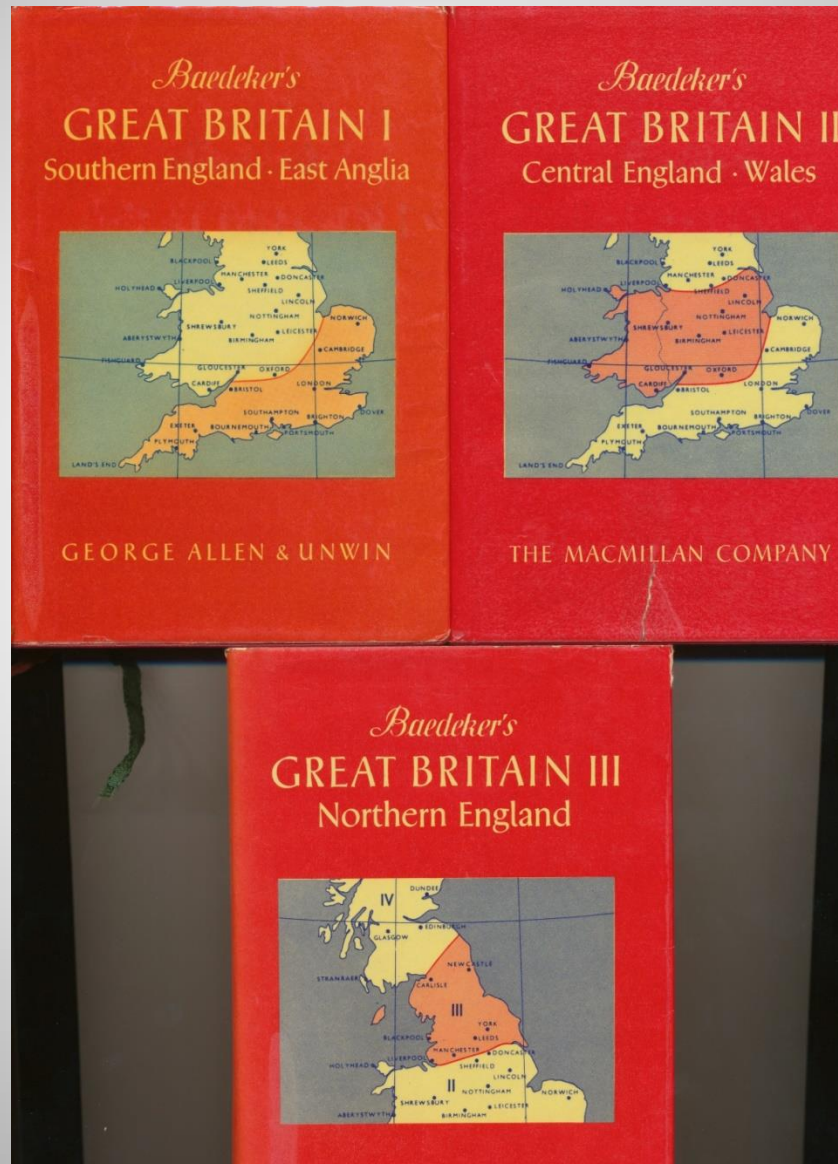
GERMAN EDITIONS

FRANKFURT AM MAIN	1951	DM 5.—
HAMBURG UND DIE NIEDERELBE	1951	DM 8.50
LEIPZIG UND UMGEBUNG	1948	DM 3.—
MÜNCHEN UND UMGEBUNG	1951	DM 4.40
NORDBAYERN	1952	DM 7.50
SCHLESWIG-HOLSTEIN	1949	DM 8.50
STUTTGART UND UMGEBUNG	1949	DM 2.80
KÖLN UND DER RHEIN	1952	ca. DM 7.—
BERLIN UND POTSDAM	1952	ca. DM 6.50
SÜDBAYERN.....	1952	ca. DM 10.50

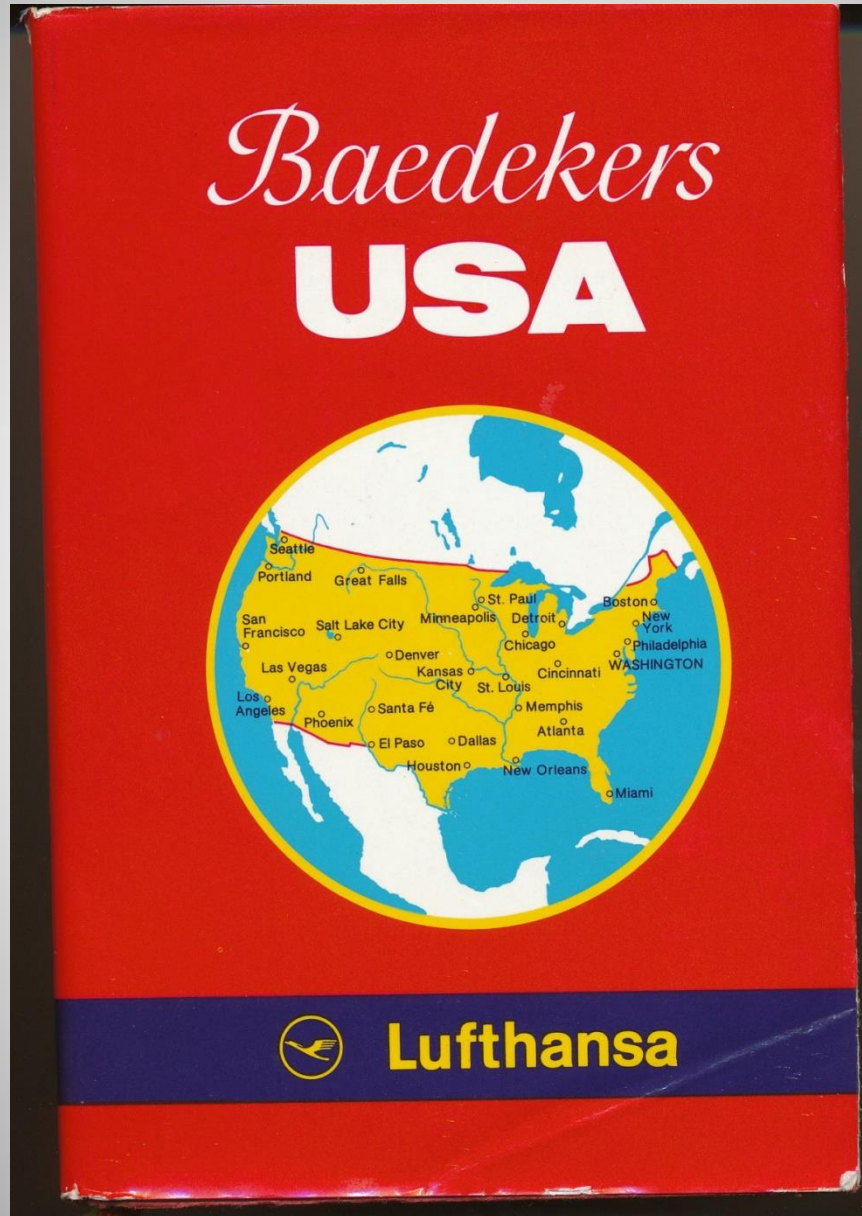
MOTORING GUIDES

BAYERISCHE ALPEN	1952	DM 4.80
RHEIN UND MOSEL	1952	DM 4.80
SCHWARZWALD UND BODENSEE	1952	DM 4.80

The 1960s: last of the “good old Baedekers”



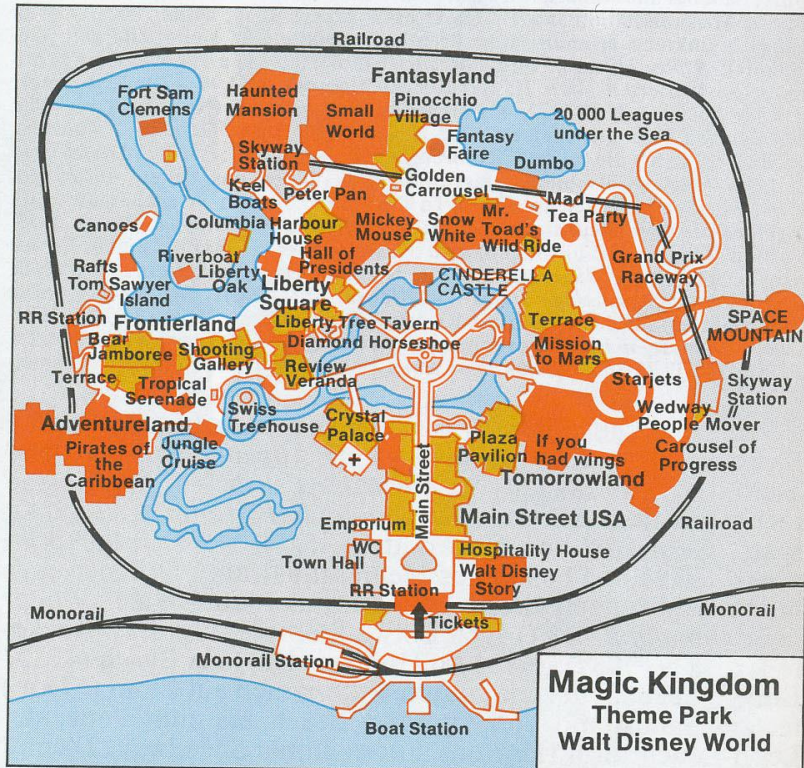
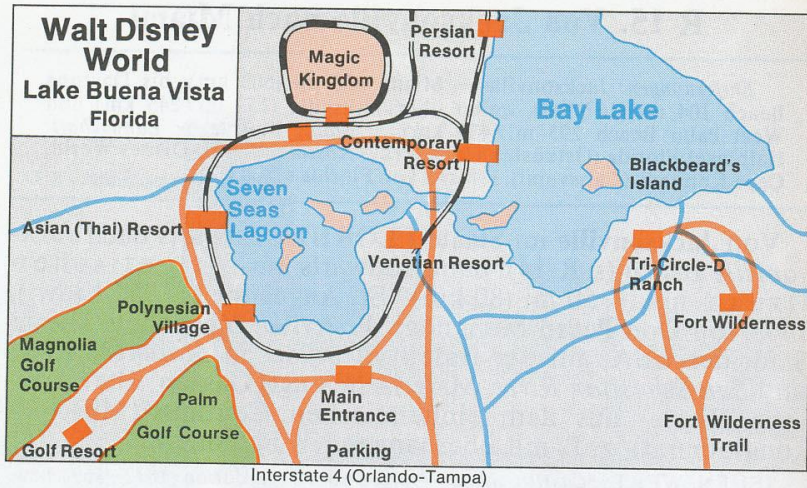
The 1970s: still good, in German



Baedekers
USA



Lufthansa



Kartographie Huber & Oberländer, München

Lohnender **ABSTECHER** von Daytona Beach südwestlich über (55 mi/89 km) *Orlando* (99 006 Einw.; Techn. Univ., 3 500 Stud.; Wachstfigurenmuseum; Stadt-, Wohn- und Handelszentrum 'Florida Center' im Bau) und das Ozeanarium ***Sea World** (125 acres/50 ha; 395 ft/ 120 m hoher Skytower; Tier-vorführungen) zur (70 mi/113 km) ****Walt Disney World** (27 500 acres/11 128 ha; Fläche von San Francisco), dem 1966-1971 für 400 Mio. \$ nach dem Muster von Disneyland (bei Los Angeles; 180 acres/73 ha) erbauten größten Vergnügungspark der Erde (1976 ca. 14 Mio. Besucher; Kongresse). - In ehem. Sumpfgelände die beiden künstlichen Seen Bay Lake (450 acres/182 ha) und Seven Seas Lagoon (200 acres/81 ha; Boote, Wassersport; Sand vom hawaii. Waikikistrand; Reiten, Golf). Am Bay Lake der große Campingplatz *Fort Wilderness* sowie die riesigen Hotelanlagen *Contemporary Resort* (14 Stock, 1 057 Z.; Monorail-Bhf.) und *Persian Resort*; an der von einer Alweg-Einschienebahn (Monorail) umfahrenen Seven Seas Lagoon das *Polynesian Village* (500 Z.), der *Asian Resort* und der *Venetian Resort*. - Schwerpunkt der Anlage ist das **Magic Kingdom**: *Main Street* (um 1890-1919; Pferdebahn); am *Victorian Square* die *Victorian Station* der histor. Eisenbahn rund um *Magic Kingdom*; *Adventureland* (Dschungelfahrt); *Liberty Square* (Halle der US-Präsidenten); *Frontierland* (mechan. Tanzbären; Raddampfer, Kanufahrten); *Fantasyland*, mit dem 18stöckigen, Neuschwanstein nachempfundenen Aschenbrödelsschloß *Cinderella Castle* (164 ft/50 m hoch), einer U-Boot-Fahrt, einem nächtlichen Piratentreiben in der Karibischen See sowie 86 mechan. musizierenden Micky-Mouse-Figuren, ferner dem engl. Spukschloß *Haunted Mansion* (999 geräuschvolle Geister); *Tomorrowland* (Marsflug, Fahrt ins All, Autorennen). - Im Bau ist *EPCOT* (*Experimental Prototype Community Of Tomorrow*), eine beispielgebende Stadt der Zukunft für über 20 000 Bewohner (ab Okt. 1979 permanente Weltausstellung 'World Showcase').

Etwa 15 mi (24 km) südwestlich der Walt Disney World liegt **Barnum City**, mit der *Ringling Brothers and Barnum & Bailey Circus World*, einem ausgedehnten Vergnügungspark (Zirkusarena u.a.); als Wahrzeichen dient ein über 300 ft (100 m) hoher Elefant (oben Aussichtsplattform).

Von Daytona Beach südwärts über *New Smyrna Beach* an der *Indian River Lagoon*. - 152 mi (245 km) *Titusville* (30 515 Einw.; botan. Garten 'Tropical Wonderland'). - 154 mi (248 km) *Gate to NASA Spaceport Tour*, die Einfahrt zum Raumflughafen der NASA ('Weltraumbahnhof'; Plan s. S. 420).

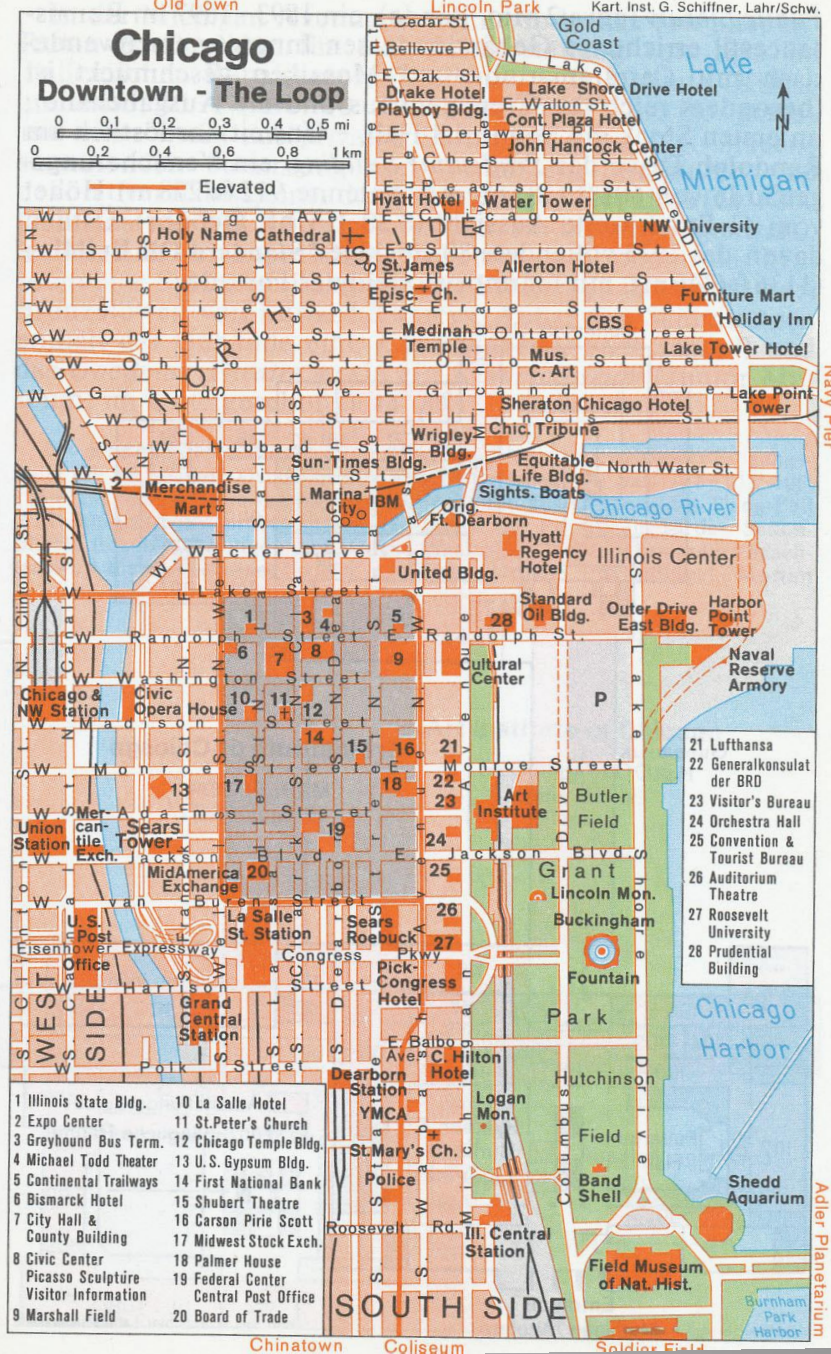
Von hier **ABSTECHER** 6 mi (10 km) östlich über den *Indian River* zum *Visitors Information Center* des ***John F. Kennedy Space Center**, seit 1949 Raketenversuchsgelände und -startplatz für Raketen (u.a. "Polaris"; 24. 7. 50 Beginn mit einer deutschen "V2") zu jedem Punkt der Erde, seit 1958 auch für Weltraumflüge (z.Z. Bau einer 15 000 ft/4 572 m langen Landebahn für die Raumfähre 'Space Shuttle'). Vom Besucherzentrum ständig Autobus-fahrten (im eigenen PKW nur So. 9-15 Uhr) zu dem westlich vom *Banana River* gelegenen *Vehicle Assembly Building* (525 ft/160 m hoch; im Gebäude wegen der Höhe zeitweise Wolkenbildung), ferner zum *Raumfahrt-museum* (die *Explorer*-Startbasis von 1958) und zur *Cape Kennedy Air Force Station* sowie zu dem beim *Cape Canaveral* (1963-1973 'Cape Kennedy') gelegenen eigentlichen *Raumbahnhof* mit zahlreichen Starttrampen, schließlich zum *Astronautenausbildungszentrum* und zum *Kontrollzentrum*. - In dem 25 sq.mi (65 qkm) großen Gelände, das auch *Merritt Island* und eine künstl. Insel im *Banana River* umfaßt, wurden bis 25 000 Pers. beschäftigt.

hinterließ es als steinerne.“ Das heutige Straßennetz beruht auf dem nach dem Brand ausgeführten Bebauungsplan, nachdem sich die früher infolge häufiger Überschwemmungen ungünstigen Bodenverhältnisse durch eine 1855 erfolgte Aufschüttung von 7 ft (gut 2 m) schon vorher erheblich gebessert hatten. 1880 betrug die Einwohnerzahl 503 000, 1890 fast 1 100 000. Mit der schnell anwachsenden Industrie kamen die ersten sozialen Probleme, so 1886 und 1894 schwere blutige Arbeiterunruhen. – Im Jahre 1893 fand zur Erinnerung an die Entdeckung Amerikas eine Weltausstellung (World's Columbian Exposition) mit über 27 Millionen Besuchern statt.

Zur Verhinderung der Seeverschmutzung durch die wachsende Industrie wurde um die letzte Jahrhundertwende die Stromrichtung des Chicago River umgekehrt, so daß seitdem das Seewasser durch den Fluß, den Illinois River und den Mississippi in den Golf von Mexiko fließt. 1903 forderte ein Theaterbrand über 600 Menschenleben; 1915 ertranken 812 Personen bei dem Kentern des Ausflugsdampfers "Eastland". – Ein trauriges Kapitel in der Stadtgeschichte ist die Zeit der Prohibition (1919–1933), als die ohnehin vom wachsenden Reichtum angezogenen dunklen Elemente sich zu meist rivalisierenden Banden (Gangs) zusammenschlossen und vor allem durch Alkoholschmuggel und die damit verbundenen Gewalttätigkeiten die Stadt tyrannisierten, oft in Zusammenarbeit mit der bestochenen Polizei und Verwaltung. Besonders berüchtigt war der Obergangster *Al Capone* (1895–1957), der ungeheure Reichtümer zusammenraffte und vor aller Augen auf großem Fuße lebte. Ebenfalls in den zwanziger Jahren wurde Chicago das Hauptzentrum der in New Orleans entstandenen, aber hier zu einer neuen Blüte gelangten Jazzmusik. – In den Jahren 1933/34 hielt man zur Hundertjahrfeier der Stadt eine zweite Weltausstellung (Century of Progress Exposition) ab, die fast 29 Millionen Menschen besuchten. 1942 war Chicago Schauplatz der ersten kontrollierten atomaren Kettenreaktion (vgl. S. 491). 1953 überflügelte Chicago Pittsburgh als erste Stahlstadt der Erde. 1959 machte die Eröffnung des St.-Lorenz-Seeweges den Hafen auch für Seeschiffe zugänglich. – Chicago ist Sitz von *LIONS* (Liberty Intelligence Our Nations' Safety), einer 1917 im texanischen Dallas gegründeten internationalen philanthropischen Interessengemeinschaft aller Berufe.

Chicago, wo 1884/85 nach Einführung der Stahlskelettbauweise die ersten Wolkenkratzer (Skyscraper) entstanden, behauptet auch in jüngster Zeit neben New York seine führende Stellung beim Bau von immer höheren und eigenwilligeren Hochhäusern (1964/65 Marina City, 1969 John Hancock Center und First National Bank, 1973 Standard Oil Building, 1974 Sears Tower). Der städtebauliche Avantgardismus ließ auch weltbekannte Architekten wie *Frank Lloyd Wright*, *Walter Gropius*, *Ludwig Mies van der Rohe*, *Eero Saarinen* und *Edward Durrell Stone* hier zahlreiche ihrer Pläne verwirklichen. – Zur Neubelebung des innerstädtischen Raumes vor allem durch attraktive Wohnbereiche ist unter dem Slogan "Chicago 21" (=Chicago im 21. Jh.) ein langfristiges Sanierungsprogramm u. a. für die heute vielfach nicht mehr benutzten Eisenbahnanlagen zwischen 'Loop' und Chicago River geplant. – U-Bahn im Bau.

SEHENSWERTES. – Hauptstraße von Chicago ist die die innere Stadt in nord-südlicher Richtung durchziehende breite *Michigan Avenue*, deren nördlicher Teil als 'Magnificent Mile' von luxuriösen Geschäften, Boutiquen, Kunstgalerien u.ä. gesäumt ist. In ihrem mittleren Teil $\frac{2}{3}$ mi (1 km) südlich des Chicago River die auch als 'Cultural Center' genutzte

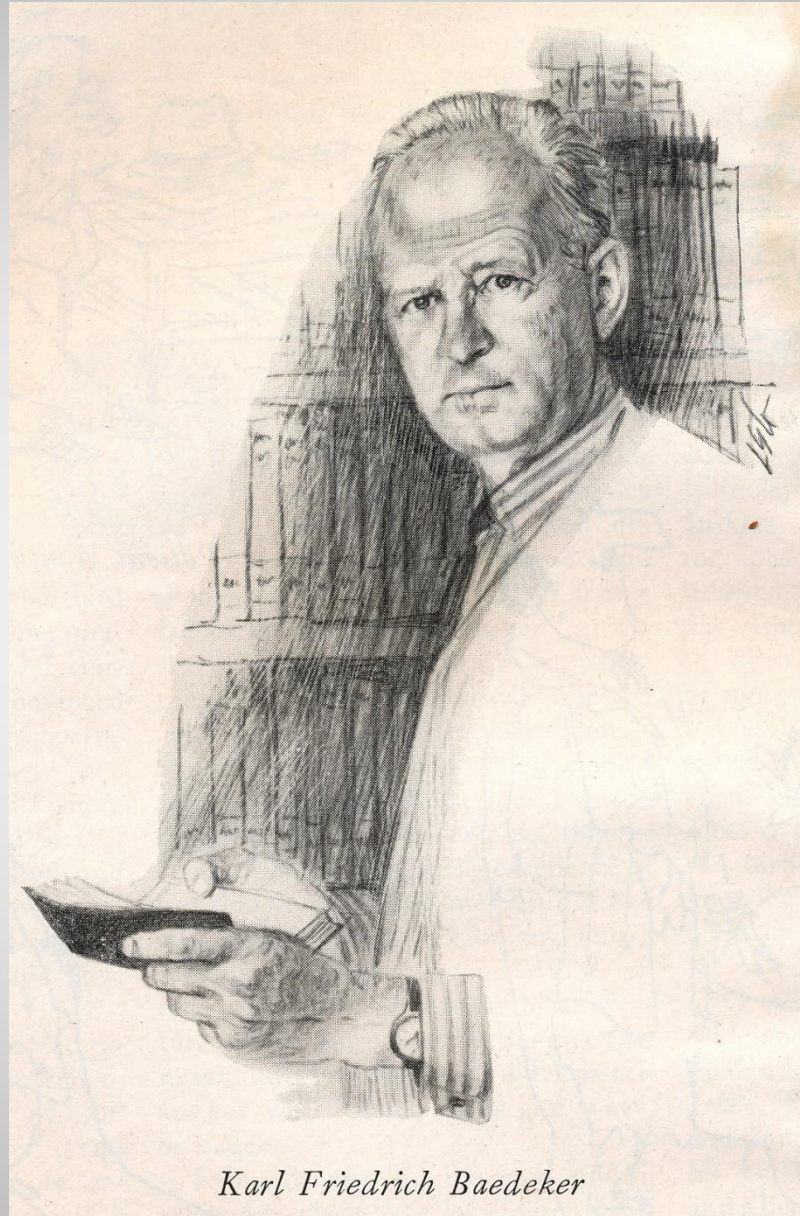


Stilrichtungen und ausgewählte Vertreter des Jazz

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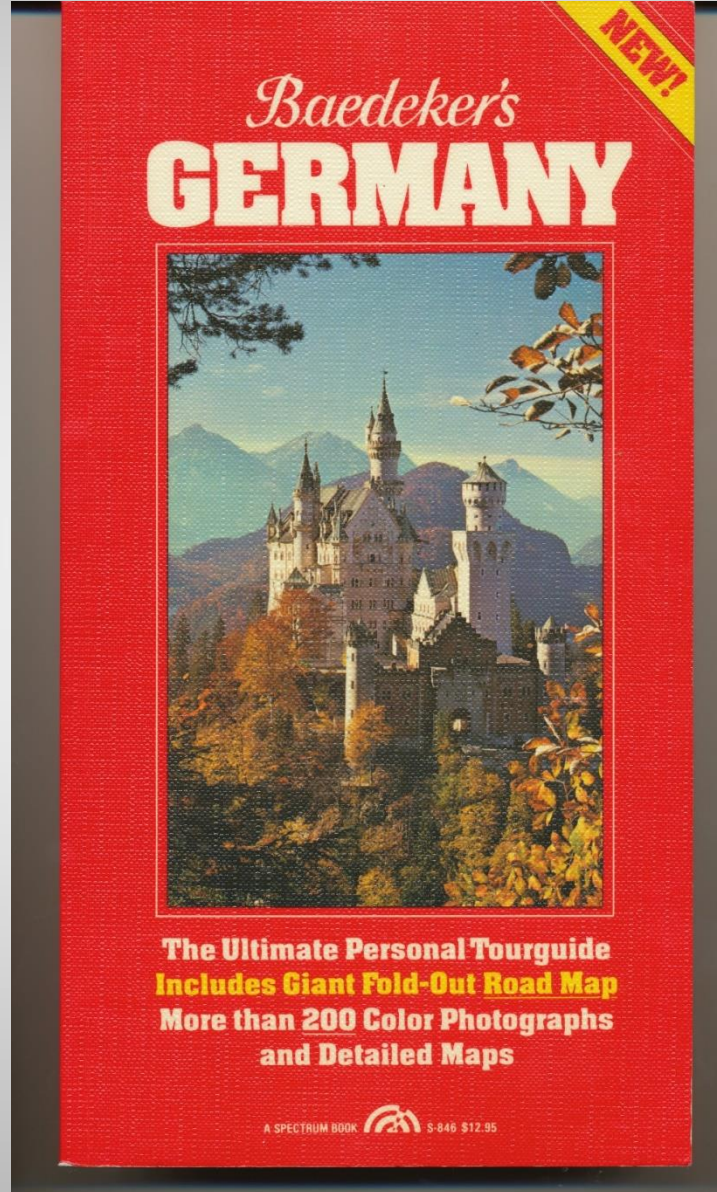
1890		Work Songs	Creole Songs	Cake-Walk	Archaic Jazz Street Bands, Marching Bands			Ragtime Scott Joplin	
1900	Negro Spirituals	Archaic Blues		Original New Orleans Jazz Olympia, Superior, Imperial, Tuxedo, Original Creole Jazz Bands					
1910		Blind Lemon Jefferson, Ma Rainey		Buddy Bolden, King Oliver	Albert Nicholas, Alphonse Picou, Freddie Kappard, Manuel Perez		New Orleans Rhythm Kings, George Brunies, Nick La Rocca, Jack Laine		Original Dixieland Jazz Band
1920		Classical Blues	Classical New Orleans Jazz in Chicago Hot Jazz			Chicago Jazz Straight Jazz		New York Jazz	Dixie-land Jazz
1930	Boogie-Woogie	Bessie Smith, L. Armstrong, J. Rushing, W. C. Handy	Louis Armstrong (Combos, Big Bands, All-Stars)	Kansas City Jazz & Barrel-house	Johnny Dodds, King Oliver	Jimmie Noone, Kid Ory, Jelly Roll Morton	Bix Beiderbecke, Mezz Mezzrow		
1940		Rhythm & Blues				Genuine Swing		Commercial	Muggsy Spanier, Bob Crosby
1950	Gospel Songs	Otis Redding		New Orleans Revival	Modern Jazz/Bebop				
1960		Mahalia Jackson		Sidney Bechet, Bunk Johnson, George Lewis	East Coast	Cool Jazz	West Coast	Progressive Jazz	
1970		Soul		Swing Revival	Miles Davis, Oscar Peterson, The Modern Jazz Quartett	Lennie Tristano, Dave Brubeck, Buddy de Franco, Gerry Mulligan, Shorty Rogers		Stan Kenton	
		Ray Charles		Main Stream	Modern Bop	Free Jazz New Thing		Third Stream	
				Count Basie, D. Ellington, C. Hawkins, Buck Clayton	John Coltrane, The Jazz Messengers, Thelonious Monk, Cannonball Adderley	Don Ellis, Jimmy Giuffre		Gunther Schuller	

Über die Entwicklung des Jazz nach 1970 informiert "The encyclopedia of jazz in the seventies" von Leonhard G. Feather (1976).



Karl Friedrich Baedeker

The 1980s: disappointing new format



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To the SE of the city is the **Messege-
lände** (Trade Fair Grounds: 970,000 sq
m), where every year at the end of April is
held the Hanover Fair, one of the world's
most important industrial shows, with the
83 m high *Hermesturm* or *Hermes Tower*
(café; view). – The highest structure in the
city is the 147 m high *Telecommuni-
cations Tower* (Fernmeldeturm), just off
Raschplatz behind the Station.

SURROUNDINGS. – **Schloss Marienburg** (26 km
S at Nordstemmen), Gothic-style, built 1860–68;
former residence of Duchess Viktoria Luise. Museum,
with picture gallery. – **Steinhuder Meer** (30 km
NW), the largest inland lake in NW Germany (sailing
regattas). On an artificial island is *Festung Wil-
helmstein*, a fort built by Count Wilhelm von
Schaumburg-Lippe in 1761–65. In Steinhude, on the
SE shore of the lake, are eel-smoking establishments.

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halle congress centre, the *Niedersach-
senhalle* and the *Eilenriede Stadium*,
adjoining which is the *Municipal Park*.

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The Harz

Land: Lower Saxony.

Harzer Verkehrsverband,
Marktstr. 45,
D-3380 Goslar 1;
tel. (0 53 21) 2 04 14 and 2 28 30.

The ***Harz**, extending like a bastion
into the North German plain, is an
upland region of slates and grey-
wackes, with numerous intrusions
of granites and porphyries, covering
an area some 95 km long by 30 km
across and rising to a height of over
1000 m.

It is made up of two differing landscape
patterns – the *Oberharz* (Upper Harz) in
the W, an area of coniferous forest much
broken up by valleys, and the *Unterharz*
(Lower Harz) in the E, a rolling plateau on
which beech-forests and arable land
predominate. On the boundary between
the two, within the German Democratic
Republic, is the legendary *Brocken* (1142
m), the highest peak in North Germany.
The economy of the Oberharz is based on
forestry, mining and stock-rearing, that of
the Unterharz on agriculture. Narrow
rocky valleys, like the *Oker* valley and the
Bode valley (in the GDR), cut deep into
the hills, particularly on the N side. The
Harz has numbers of charming old towns
to attract the tourist, and its convenient
situation in relation to many large towns

in North Germany makes it a popular
holiday and winter sports area.

The eastern part of the Harz, with the
Brocken and places like *Wernigerode*,
Elbingeroode, *Rübeland*, *Blankenburg* and
Thale, can be visited only by tourists with
an entry permit for the German Demo-
cratic Republic. In the western Harz,
however, there are the old Imperial city of
Goslar, the well-known spa and health
resort of **Bad Harzburg**, the health
and winter sports resort of *Braunlage*,
the ancient little mining towns of *St.
Andreasberg* and *Altenau* and smaller
spa resorts like *Wildemann*, *Bad Grund*,
Bad Lauterberg and *Bad Sachsa*.

The highest peak within the Federal
Republic is the 971 m high *Wurmberg*
near *Braunlage* (cableway; ski-jump,
coboggan run). Many of the rivers have
been dammed, providing not only water
supplies and hydroelectric power but also
attractive recreation areas. The best
known of the artificial lakes thus created
are those on the rivers *Oker*, *Oder*, *Söse*
and *Innerste*.

THE HARZ-HOCHSTRASSE (Harz Ridgeway: B 242)
gives access to the western Harz between *Braunlage*
and *Bad Grund*. THE HARZ-HEIDE STRASSE (Harz-
Heathland Highway) from *Braunlage* by way of *Bad
Harzburg*, *Brunswick*, *Gifhorn* and *Uelzen* to *Lüne-
burg* links the Harz with *Lüneburg Heath*.

Heidelberg

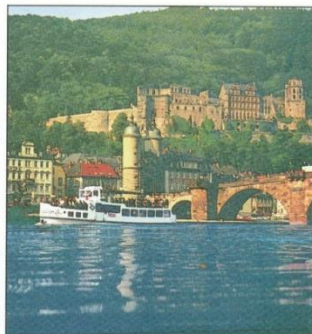
Land: Baden-Württemberg.

Vehicle registration: HD.
Altitude: 110 m. – Population: 130,000.
Post code: D-6900. – Dialling code: 0 62 21.

Tourist-Information, at Main Station;
tel. 2 18 81.

***HOTELS.** – **Europäischer Hof*, *Friedrich-Ebert-
Anlage 1a*, 200 b. "Kurfürstenstube" restaurant;
Parkhotel Atlantic (no rest.), *Schloss-
Wolfsbrunnenweg 23*, 50 b.; *Zum Ritter*, Hauptstr.
178, 58 b. (a Renaissance building of 1592); *Alt-
Heidelberg* (no rest.), *Rohrbacher Str. 29*, 54 b.; *Am
Schloss* (no rest.), *Zwingerstr. 20*, 40 b.; *Acor* (no
rest.), *Friedrich-Ebert-Anlage 55*, 30 b.; *Kurfürst* (no
rest.), *Poststr. 46*, 90 b.; *Diana* (no rest.), *Rohrbacher
Str. 152*, 90 b.; *Reichspost* (no rest.), *Gaisbergstr. 38*,
45 b.; *Kohler* (no rest.), *Goethestr. 2*, 75 b. – IN
KIRCHHEIM: *Heidelberg EuroCrest Hotel*, *Pleikartför-
der Str. 101*, 115 b. – IN ZIEGELHAUSEN: *Stiftsmühle*,
Neckarhelle 129, 80 b. – **YOUTH HOSTEL**: *Tiergar-
tenstr. 5*, *Neuenheim*. – **CAMPING SITES**: *Neckartal*,
Schlierbach, on left bank of Neckar; *Harmann, Wolf
und Marquardt*, on right bank of Neckar.

RESTAURANTS. – *Kurpfälzisches Museum*, Haupt-
str. 97; *Perkeo*, Hauptstr. 75 (a large beer- and wine-



Heidelberg Castle

house: at present in course of reconstruction);
Kupferkanne, Hauptstr. 127; *Schinderhannes*, Thea-
terstr. 2 (grill); *Zum Roten Ochsen*, Hauptstr. 217 (a
historic old student haunt of 1703). – IN THE HILLS:
Weinstube Schloss Heidelberg, in Schlosshof (with
terrace); *Molkenkur* (301 m: above the Schloss);
Königstuhl, on the Königstuhl (568 m).

CAFÉS. – *Schafheutle*, Hauptstr. 94; *Scheu*, Hauptstr.
137; *Gundel*, Hauptstr. 212; *Knösel*, Untere Str. 37
(student café).

EVENTS. * *Open-air performances* in the castle
courtyard and in the courtyard of the New University;
serenade concerts in the castle courtyard and the
Königssaal (in summer); *pageant plays* in the Neuer
Messplatz in Kirchheim (spring and autumn); *Hand-
schuschheim fair* (June).

***Heidelberg**, the old capital of the
Palatinate and an ancient university
town celebrated in song and poetry,
lies at the point where the Neckar
emerges from the hills of the Oden-
wald into the Rhine plain. Over the
old town, caught between the river
and the hills, looms its famous
ruined castle. The best general view
of the town in its beautiful setting is
from the *Theodor Heuss Bridge* or
the *Philosophenweg*.

In Heidelberg are the Max Planck In-
stitutes of Nuclear Physics, Medical
Research, Astronomy and Foreign Public
Law. Its industry produces printing-
presses, fountain pens, agricultural ma-
chinery, adhesives and sealing materials,
and chemical and physical apparatus.
Several publishing houses are based in
the town.

HISTORY. – The place is first recorded in 1196. The
Counts Palatine made it their residence, and in 1386
Count Ruprecht I founded the University. The first
castle was also built in his time. In 1689 and 1693,

21st century: revival in many languages



'Go, little book, God send thee good passage,
And specially let this be thy prayere
Unto them all that thee will read or hear,
Where thou art wrong, after their help to call,
Thee to correct in any part or all.'