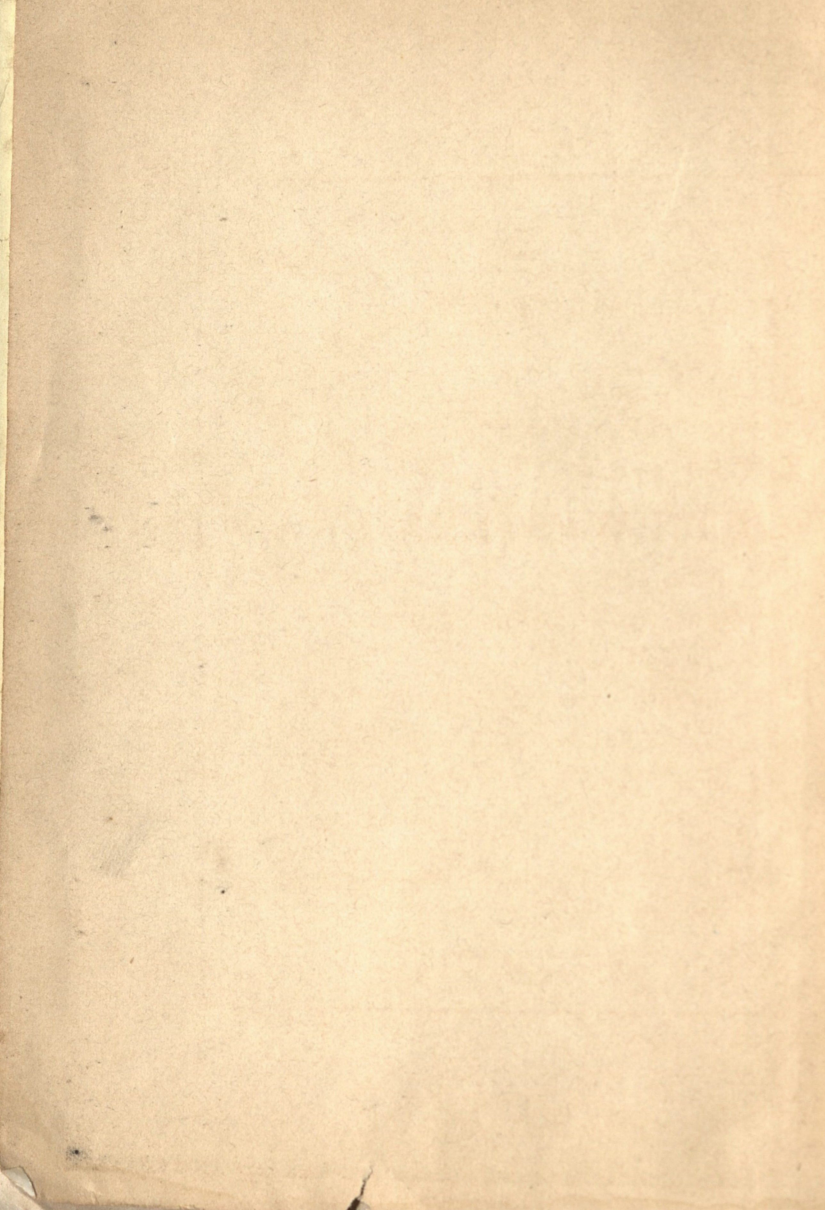


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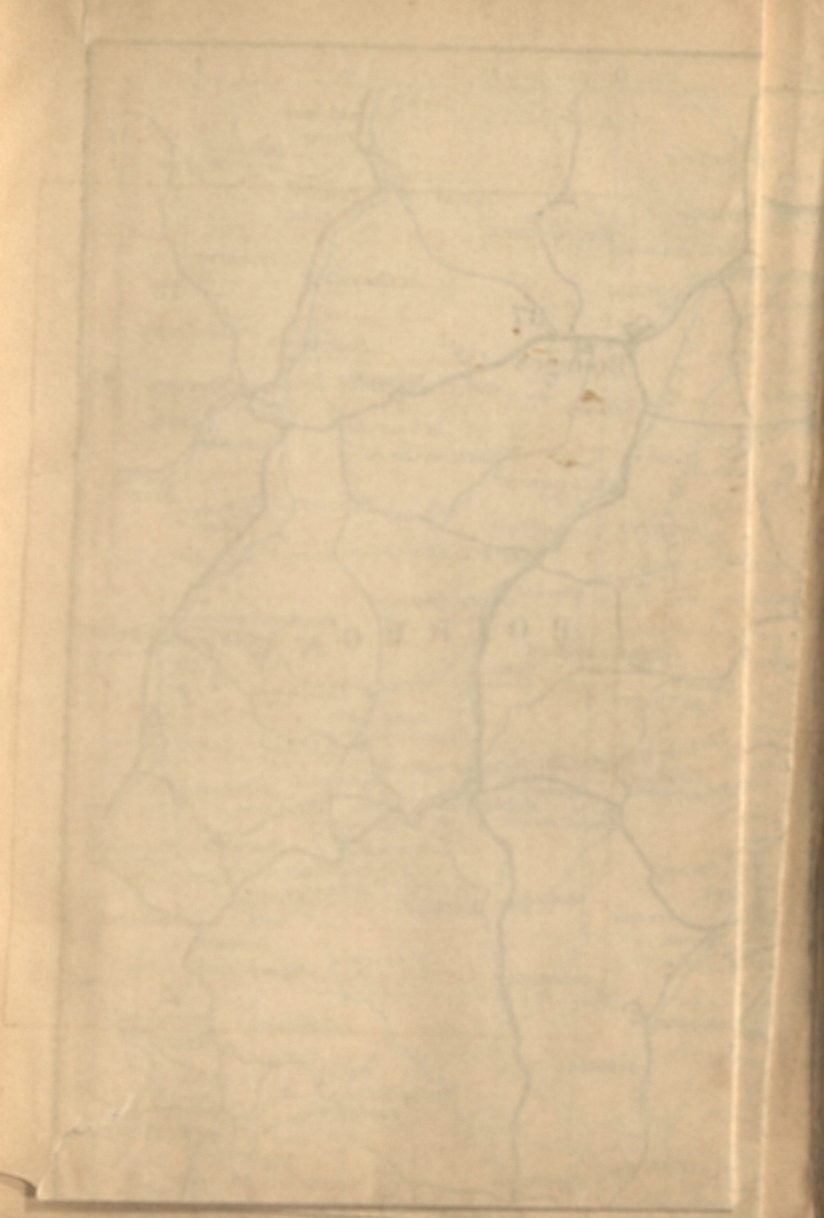


SOUTH-WESTERN FRANCE

ROBERT ALPHEE (1848-1911)

MONEY TABLE (comp. p. xi).
Approximate Equivalents.

French Money.		American Money.		English Money.		German Money.	
Francs.	Centimes.	Dollars.	Cents.	Pounds.	Shillings.	Pence.	Marks. Pfennigs.
—	5 (= 1 sou)	—	1	—	—	1/2	—
—	25 (= 25 sous)	—	5	—	—	2 1/2	20
—	50 (= 10 ")	—	10	—	—	4 3/4	40
—	75 (= 15 ")	—	15	—	—	7 1/4	60
1	(= 20 ")	—	20	—	1	9 3/4	80
2	—	—	40	—	2	7 1/4	60
3	—	—	60	—	3	4 3/4	40
4	—	—	80	—	4	2 1/2	20
5	—	1	—	—	4	—	—
6	—	1	20	—	5	9 3/4	80
7	—	1	40	—	5	7 1/4	60
8	—	1	60	—	6	4 3/4	40
9	—	1	80	—	7	2 1/2	20
10	—	2	—	—	8	—	—
11	—	2	20	—	8	9 3/4	80
12	—	2	40	—	9	7 1/4	60
13	—	2	60	—	10	4 3/4	40
14	—	2	80	—	11	2 1/2	20
15	—	3	—	—	12	—	—
16	—	3	20	—	12	9 3/4	80
17	—	3	40	—	13	7 1/4	60
18	—	3	60	—	14	4 3/4	40
19	—	3	80	—	15	2 1/2	20
20	—	4	—	—	16	—	—
25	—	5	—	1	—	—	—
100	—	20	—	4	—	—	80





0 5 10 20 30 40 50 60 70 80 90 100 Kilomètres 1:1,500,000 0 5 10 20 30 40 50 60 Engl. Miles

Les numéros (26, 27, etc.) désignent les départements. Les noms des chefs-lieux de département sont soulignés.
 26, Nièvre ; 27, Cher ; 28, Loir-et-Cher ; 35, Loire-inf. ; 36, Maine-et-Loire ; 37, Indre-et-Loire ; 38, Indre ; 39, Allier ; 49, Puy-de-Dôme ; 50, Creuse ;
 51, Haute-Vienne ; 52, Deux-Sèvres ; 53, Vienne ; 54, Vendée ; 55, Charente-inf. ; 56, Charente ; 57, Dordogne ; 58, Corrèze ; 59, Cantal ; 74, Lot ; 77, Gironde.

La Flèche

Chartres, 2

Château



Clamecy

47

SOUTH-WESTERN FRANCE

FROM

THE LOIRE AND THE RHONE TO THE SPANISH
FRONTIER

HANDBOOK FOR TRAVELLERS

BY

KARL BAEDEKER

SECOND EDITION

WITH 10 MAPS AND 13 PLANS

LEIPSIK: KARL BAEDEKER, PUBLISHER

1895

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FROM

THE FORT AND THE BARRACKS TO THE SPANISH

FRONTIER

'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.'

KARL BARDEKER

SECOND EDITION

WITH 10 MAPS AND 12 PLANS

LEIPZIG, KARL BARDEKER, PUBLISHER

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PREFACE.

The chief object of the Handbook for South-Western France, which has been re-arranged and expanded from the Handbook for Southern France and corresponds with the fifth French edition, is to render the traveller as nearly as possible independent of the services of guides, commissionnaires, and inn-keepers, and to enable him to employ his time and his money to the best advantage.

Like the Editor's other Handbooks, it is based on personal acquaintance with the country described, which has been specially re-visited with the view of assuring accuracy and freshness of information. For the improvement of this work the Editor confidently looks forward to a continuance of those valuable corrections and suggestions with which travellers have been in the habit of favouring him, and for which he owes them a deep debt of gratitude.

The contents of the Handbook are divided into **THREE SECTIONS** (I. South - Western France from the Loire to the Pyrenees · II. The Pyrenees; III. Central France, Auvergne, and the Cévennes), each of which may be separately removed from the book by the traveller who desires to minimise the bulk of his luggage. To each section is prefixed a list of the routes it contains, so that each forms an approximately complete volume apart from the general table of contents.

On the **MAPS** and **PLANS** the utmost care has been bestowed, and it is hoped that they will often be of material service to the traveller, enabling him at a glance to ascertain his bearings and select the best routes.

HEIGHTS and **DISTANCES** are given in English measurement. It may, however, be convenient to remember that 1 kilomètre is

approximately equal to $\frac{5}{8}$ Engl. M., or 8 kil. = 5 M. (nearly). See also p. xxiii.

In the Handbook are enumerated both the first-class hotels and those of humbler pretensions. The latter may often be selected by the 'voyageur en garçon' with little sacrifice of real comfort, and considerable saving of expenditure. Those which the Editor, either from his own experience, or from an examination of the numerous hotel-bills sent him by travellers of different nationalities, believes to be most worthy of commendation, are denoted by asterisks. It should, however, be borne in mind that hotels are liable to constant changes, and that the treatment experienced by the traveller often depends on circumstances which can neither be foreseen nor controlled. Although prices generally have an upward tendency, the average charges stated in the Handbook will enable the traveller to form a fair estimate of his expenditure.

To hotel-proprietors, tradesmen, and others the Editor begs to intimate that a character for fair dealing and courtesy towards travellers forms the sole passport to his commendation, and that advertisements of every kind are strictly excluded from his Handbooks. Hotel-keepers are also warned against persons representing themselves as agents for Baedeker's Handbooks.

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Abbreviations.

R. = room; L. = light; B. = breakfast; déj. = déjeuner; D. = dinner; S. = supper; A. = attendance; N. = north, northern, etc.; S. = south, etc.; E. = east, etc.; W. = west, etc.; M. = English mile; ft. = Engl. foot; fr. = franc; c. = centime.

The letter *d* with a date, after the name of a person, indicates the year of his death. The number of feet given after the name of a place shows its height above the sea-level. The number of miles placed before the principal places on railway-routes and high-roads generally indicates their distance from the starting-point of the route.

Asterisks are used as marks of commendation.

INTRODUCTION.

I. Language.

A slight acquaintance with French is indispensable for those who desire to explore the more remote districts of Southern France, but tourists who do not deviate from the beaten track will generally find English spoken at the principal hotels and the usual resorts of strangers. If, however, they are entirely ignorant of the French language, they must be prepared occasionally to submit to the extortions practised by porters, cab-drivers, and others of a like class, which even the data furnished by the Handbook will not always enable them to avoid.

II. Money. Travelling Expenses.

MONEY. The decimal Monetary System of France is extremely convenient in keeping accounts. The Banque de France issues *Banknotes* of 5000, 1000, 500, 200, 100, and 50 francs, and these are the only banknotes current in the country. The French *Gold* coins are of the value of 100, 50, 20, 10, and 5 francs; *Silver* coins of 5, 2, 1, $\frac{1}{2}$, and $\frac{1}{5}$ franc; *Bronze* of 10, 5, 2, and 1 centime (100 centimes = 1 franc). 'Sou' is the old name, still in common use, for 5 centimes; thus, a 5-franc piece is sometimes called 'une pièce de cent sous', 2 fr. = 40 sous, 1 fr. = 20 sous, $\frac{1}{2}$ fr. = 10 sous. The currency of Belgium, Switzerland, Italy, and Greece being the same as that of France, Italian, Belgian, Swiss, and Greek gold and silver coins are received at their full value, and the new Austrian gold pieces of 4 and 8 florins are worth exactly 10 and 20 fr. respectively. The only foreign copper coins current in France are those of Italy and occasionally the English penny and halfpenny, which nearly correspond to the 10 and 5 centime piece respectively.

English banknotes and gold are also generally received at the full value in the larger towns, except at the shops of the money-changers, where a trifling deduction is made. The table at the beginning of the book shows the comparative value of the French, English, American, and German currencies, when at par. *Circular Notes* or *Letters of Credit*, obtainable at the principal English and American

banks, are the most convenient form for the transport of large sums; and their value, if lost or stolen, is recoverable.

The traveller should always be provided with small change (*petite monnaie*), as otherwise he may be put to inconvenience in giving gratuities, purchasing catalogues, etc.

EXPENSES. The expense of a tour in Southern France depends of course on a great variety of circumstances; but it may be stated generally that travelling in France is not more expensive than in most other countries of Europe. The pedestrian of moderate requirements, who is tolerably proficient in the language and avoids the beaten track as much as possible, may limit his expenditure to 12-15 fr. per diem, while those who prefer driving to walking, choose the dearest hotels, and employ the services of guides and commissionnaires must be prepared to spend at least 20-30 fr. daily. Two or three gentlemen travelling together will be able to journey more economically than a single tourist, but the presence of ladies generally adds considerably to the expenses of the party.

III. Period and Plan of Tour.

SEASON. Most of the districts described in this Handbook may be visited at any part of the year; though the plains between Auvergne and the Pyrenees, and the other more southerly regions are apt to be disagreeably hot in the height of summer. On the other hand, excursions among the mountains, the Pyrenees especially, are scarcely possible except in summer.

PLAN. The traveller is strongly recommended to sketch out a plan of his tour in advance, as this, even though not rigidly adhered to, will be found of the greatest use in aiding him to regulate his movements, to economise his time, and to guard against overlooking any place of interest. The districts of which the present Handbook treats are not only richly gifted with natural beauties, they abound also in architectural monuments of great importance, both ancient and modern, and contain numerous points of artistic and historic interest.

The special bent of the traveller must be the chief agent in determining the plan of tour to be selected, but the following short itineraries may at least give an idea of the time required for a visit to the most attractive points. The tourist starting from London will find no difficulty in adapting the arrangement to his requirements by beginning at the places most easily reached from England. An early start is supposed to be made each morning, but no night-travelling is assumed. The various tours given below are arranged so that they may be combined into one comprehensive tour of two months (comp. Maps). The names of the places most worth visiting are painted in *italics*. The tourist should carefully consult the railway time-tables in order to guard against detention at uninteresting junctions.

a. Ten Days between the Loire and the Gironde.

	Days		Days
Tours, <i>Loches</i> , Tours	1	<i>Royan</i> , Pons, <i>Saintes</i>	1
Tours, <i>Poitiers</i> , Angoulême	1	<i>Saintes</i> , <i>Rochefort</i>	1
Angoulême, Bordeaux	1	Rochefort, <i>La Rochelle</i>	1
Bordeaux	1	<i>La Rochelle</i> , <i>Niort</i>	1
Bordeaux, <i>Royan</i>	1	<i>Niort</i> , Loudun, <i>Chinon</i> , Tours	1
			<hr/>
			10

b. Ten Days in Central France and Auvergne.

	Days		Days
Orléans (or Tours), <i>Bourges</i>	1	Aurillac, <i>Gorges of the Cère</i> , St. Denis-près-Martel, <i>Brive</i>	1
Bourges, <i>La Bourboule</i> , <i>Mont Dore</i> , <i>Sancy</i>	2	<i>Brive</i> , <i>Périgueux</i>	1
Mont Dore, <i>Clermont-Ferrand</i> , <i>Royat</i> , <i>Puy de Dôme</i>	2	<i>Périgueux</i> , <i>Limoges</i>	1
Clermont, Arvant, <i>Ligne du Cantal</i> , <i>Aurillac</i>	1	<i>Limoges</i> , <i>Angoulême</i> , Bordeaux (or <i>Limoges</i> , <i>Châteauroux</i> , <i>Orléans</i>)	1
			<hr/>
			10

c. Ten Days in the Lozère and the Cévennes.

	Days		Days
Clermont-Ferrand, Arvant, Neussargues, St. Flour, <i>Mende</i>	1	Montpellier, <i>Nîmes</i>	1
<i>Mende</i> , <i>Cañon of the Tarn</i> , <i>Montpellier-le-Vieux</i> , Millau	2	<i>Nîmes</i> , <i>Aigues-Mortes</i> , <i>Nîmes</i> <i>Nîmes</i> , St. George d'Aurac, <i>Le Puy</i>	1
Millau, <i>Béziers</i>	1	<i>Le Puy</i> , St. Etienne	1
<i>Béziers</i> , <i>Montpellier</i>	1	St. Etienne, <i>Lyons</i>	1
			<hr/>
			10

d. A Month in Gascony, Languedoc, and the Pyrenees.

	Days		Days
Bordeaux, <i>Bayonne</i>	1	<i>Environs of Bagnères-de-Luchon</i>	3-4
<i>Bayonne</i> , <i>Biarritz</i> , <i>Bayonne</i>	1	<i>Bagnères-de-Luchon</i> , <i>Toulouse</i>	1
<i>Bayonne</i> , <i>San Sebastian</i>	1	<i>Toulouse</i> , <i>Carcassonne</i>	1
<i>San Sebastian</i> , <i>Bayonne</i> , <i>Pau</i>	1	<i>Carcassonne</i> , <i>Narbonne</i> , <i>Perpignan</i>	1
<i>Pau</i> , <i>Eaux-Bonnes</i> , <i>Eaux-Chaudes</i> , etc., <i>Pau</i>	2-3	<i>Perpignan</i> , <i>Carcassonne</i>	1
<i>Pau</i> , <i>Lourdes</i> , <i>Cauterets</i>	1	<i>Carcassonne</i> , <i>Castelnaudary</i> , <i>Castres</i> , <i>Albi</i>	1
<i>Cauterets</i> and its <i>Environs</i>	3-4	<i>Albi</i> , <i>Capdenac</i> , <i>Cahors</i> , <i>Montauban</i>	1
<i>Luz</i> , <i>St. Sauveur</i> , and their <i>Environs</i>	2-3	<i>Montauban</i> , <i>Agen</i> , Bordeaux or <i>Périgueux</i>	1
<i>Barèges</i> and its <i>Environs</i>	2		<hr/>
<i>Bagnères-de-Bigorre</i>	1		26-30
<i>Bagnères-de-Bigorre</i> , <i>Bagnères-de-Luchon</i>	1		

IV. Passports. Custom House. Octroi.

PASSPORTS. These documents, though not now obligatory, are often useful in proving the traveller's identity, procuring admission to museums on days when they are not open to the public, etc., and they must be shown in order to obtain delivery of registered letters. Pedestrians in remote districts, especially in the mountain frontier-districts, will often find that a passport spares them much inconvenience and delay. The countenance and help of the British and American consuls can, of course, be extended to those persons only who can prove their nationality. A British Foreign Office

passport may be obtained at the Foreign Office, from 11 to 4 (fee 2s.), on previous written application, supported by a clergyman, banker, magistrate, or justice of the peace. Application for passports may be made to W. J. Adams, 59 Fleet Street; Lee and Carter, 440 W. Strand; C. Smith & Son, 63 Charing Cross; or E. Stanford, 26 Cockspur Street, Charing Cross (charge 2s., agent's fee 1s. 6d.).

Sketching, photographing, or making notes near fortified places sometimes exposes innocent travellers to disagreeable suspicions or worse, and should therefore be avoided.

CUSTOM HOUSE. In order to prevent the risk of unpleasant detention at the 'douane' or custom-house, travellers are strongly recommended to avoid carrying with them any articles that are not absolutely necessary. Cigars and tobacco are chiefly sought for by the custom-house officers. The duty on the former amounts to about 16s., on the latter to 7-11s. per lb. Articles liable to duty should always be 'declared'. Books and newspapers occasionally give rise to suspicion and may in certain cases be confiscated. The examination of luggage generally takes place at the frontier-stations, and travellers should superintend it in person. Luggage registered to Paris is examined on arrival there.

OCTROI. At the entrance to the larger towns an 'Octroi', or municipal tax, is levied on all comestibles, but travellers' luggage is usually passed on a simple declaration that it contains no such articles. The officials are, however, entitled to see the receipts for articles liable to duty at the frontier.

V. Railways. Diligences. Carriages.

The network of railways by which France is now overspread consists of lines of an aggregate length of 20,300 M., belonging to the Government, to six large companies, and to a large number of smaller ones. The districts treated in this Handbook are served mainly by the lines of the *Orléans*, *Midi*, and *Paris-Lyon-Méditerranée* railways, and to a smaller extent by the Government lines (*Réseau de l'Etat*).

The fares per English mile are approximately: 1st cl. 18 c., 2nd cl. 12 c., 3rd cl. 8 c., to which a tax of ten per cent on each ticket costing more than 10 fr. is added. The mail trains (*'trains rapides'*) generally convey first-class passengers only, and the express trains (*'trains express'*) first-class and second-class only. The first-class carriages are good, but the second-class are inferior to those in most other parts of Europe and the third-class are rarely furnished with cushioned seats. The trains are generally provided with smoking carriages, and in the others smoking is allowed unless any one of the passengers objects. Ladies' compartments are also provided. The trains invariably pass each other on the left, so that the traveller can always tell which side of a station his train starts from. The

speed of the express-trains is about 35-45 M. per hour, but that of the ordinary trains is often very much less.

Travellers must purchase their tickets before entering the waiting-rooms, but, unlike other parts of France, they are then permitted free access to the platforms, and may choose their own seats in the trains. Tickets for intermediate stations are usually collected at the 'sortie'; those for termini, before the station is entered. Travellers within France are allowed 30 kilogrammes (66 Engl. lbs.) of luggage free of charge; those who are bound for foreign countries are allowed 25 kilogr. only (55 lbs.); 10 c. is charged for booking. In all cases the heavier luggage must be booked, and a ticket procured for it; this being done, the traveller need not enquire after his 'impedimenta' until he arrives and presents his ticket at his final destination (where they will be kept in safe custody, several days usually gratis). Where, however, a frontier has to be crossed, the traveller should see his luggage cleared at the custom-house in person (comp. p. xv). At most of the railway-stations there is a *consigne*, or left-luggage office, where a charge of 10 c. per day is made for one or two packages, and 5 c. per day for each additional article. Where there is no *consigne*, the employés will generally take care of luggage for a trifling fee. The railway-porters (*facteurs*) are not entitled to remuneration, but it is usual to give a few sous for their services. — *Interpreters* are found at most of the large stations.

There are no *Refreshment Rooms (Buffets)* except at the principal stations; and as the viands are generally indifferent, the charges high, and the stoppages brief, the traveller is advised to provide himself beforehand with the necessary sustenance and consume it at his leisure in the railway-carriage. Baskets containing a cold luncheon are sold at some of the buffets for 3-4 fr.

Sleeping Carriages (Wagons-Lits) are provided on nearly all the main lines of the *Orléans*, *Midi*, and *Paris-Lyon-Méditerranée* systems. *Trains de luxe*, with drawing-room, sleeping, and dining cars (*Wagons-Restaurants*) run on certain days, during the season, to the Pyrenees via Bordeaux; comp. the *Indicateur*. The fares are about 50% higher than the ordinary first class fares. Déj. is provided at about 5 fr., D. at 6 fr., wine extra (half-a-bottle 1 fr.).

Pillows and Rugs may be hired (1 fr.) at the large stations.

The most trustworthy information as to the departure of trains is contained in the *Indicateur des Chemins de Fer*, published weekly, and sold at all the stations (75 c.). There are also separate and less bulky time-tables ('*Livrets Chaux*') for the different lines: d'Orléans, du Midi, etc. (40 c.).

Railway time is always that of Paris, shown on the clocks outside the stations, but the clocks inside, by which the trains start, are five minutes slower. French railway time is 23 min. in advance of Spanish time, and 56 min. behind Central European time which is observed by the railways of Germany, Switzerland, and Italy.

Return-tickets (*Billets d'aller et retour*) are issued by all the railway-companies at a reduction of 20-40 per cent; but on the Midi system this privilege is restricted to certain fixed routes. The

length of time for which these tickets are available varies with the distance and with the company by which they are issued; those issued on Sat. and on the eves of great festivals are available for three days. The recognised festivals are New Year's Day, Easter Monday, Ascension Day, Whit-Monday, the 'Fête Nationale' (July 14th), the Assumption (Aug. 15th), All Saints' Day (Nov. 1st), and Christmas Day. — Special return-tickets, valid for longer periods, are issued for the various watering-places and summer and winter resorts; see the *Indicateur*.

Excursion Trains ('*Trains de Plaisir*') should as a rule be avoided, as the cheapness of their fares is more than counterbalanced by the discomforts of their accommodation.

Circular Tour Tickets ('*Billets de Voyages Circulaires*'), available for 15-45 days, are issued by most of the large companies in summer at a reduction of 20-35 per cent on the ordinary fares, or even more if a number of tickets be taken together. There are also a number of *Voyages Circulaires à itinéraires fixes* (routes arranged by the railway company) and also *Voyages Circulaires à itinéraires facultatifs* (routes arranged to suit individual travellers), tickets for which must be applied for at least five days in advance. For details, see the *Indicateur des Chemins de Fer*.

The following are some of the expressions with which the railway-traveller in France should be familiar: Railway-station, *la gare* (also *l'embarcadère*); booking-office, *le guichet* or *bureau*; first, second, or third class ticket, *un billet de première, de seconde, de troisième classe*; to take a ticket, *prendre un billet*; to register the luggage, *faire enregistrer les bagages*; luggage-ticket, *bulletin de bagage*; waiting-room, *salle d'attente*; refreshment room, *le buffet* (third-class refreshment-room, *la buvette*); platform, *le perron, le trottoir*; railway-carriage, *le wagon*; compartment, *le compartiment, le coupé*; smoking compartment, *fumeurs*; ladies' compartment, *dames seules*; guard, *conducteur*; porter, *facteur*; to enter the carriage, *monter en wagon*; take your seats! *en voiture!* alight, *descendre*; to change carriages, *changer de voiture*; express train to Calais, *le train express pour Calais, l'express de Calais*.

Diligences. The French *Diligences*, now becoming more and more rare, are generally slow (5-7 M. per hour), uninviting, and inconvenient. The best seats are the three in the *Coupé*, beside the driver, which cost a little more than the others and are often engaged several days beforehand. The *Intérieur* generally contains six places, and in some cases is supplemented by the *Rotonde*, a less comfortable hinder-compartment, which, however, affords a good retrospective view of the country traversed. The *Impériale, Banquette*, or roof affords the best view of all and may be recommended in good weather. It is advisable to book places in advance if possible, as they are numbered and assigned in the order of application. The fares are fixed by tariff and amount on an average to about 1½ *d.* per mile (*coupé* extra). — On the more frequented routes the diligences are gradually being superseded by *Brakes* or large waggons. — For short distances the place of the diligences is taken by *Omnibuses*, equally comfortless vehicles, in which, however, there

is no distinction of seats. Those which run in connection with the railways have a fixed tariff, but in other cases bargaining is advisable. — *Hotel Omnibuses*, see p. xviii.

Hired Carriages (*Voitures de Louage*) may be obtained at all the principal resorts of tourists at charges varying from 12 to 20 fr. per day for a single-horse vehicle and from 25 to 30 fr. for a carriage-and-pair, with a *pourboire* to the driver of 1-2 fr. The hirers almost invariably demand more at first than they are willing to take, and a distinct understanding should always be come to beforehand. A day's journey is reckoned at about 30 M., with a rest of 2-3 hrs. at midday. A return-fee is frequently demanded when the carriage is quitted at some distance from its home. Tourists may sometimes be able to avail themselves of return-carriages, which charge not less than 10-15 fr. per day. — *Saddle Horses*, *Asses*, and *Mules* may also be hired.

VI. Hotels, Restaurants, and Cafés.

Hotels. Hotels of the highest class, fitted up with every modern convenience, are found only in the larger towns and in the more fashionable watering-places, where the influx of visitors is great. In other places the inns generally retain their primitive provincial characteristics, which might prove rather an attraction than otherwise were it not for the shameful defectiveness of the sanitary arrangements. The beds, however, are generally clean, and the cuisine tolerable. It is therefore advisable to frequent none but the leading hotels in places off the beaten track of tourists, and to avoid being misled by the appellation of 'Grand-Hôtel', which is often applied to the most ordinary inns. Soap is seldom or never provided.

The charges of provincial hotels are usually somewhat lower than at Paris, but at many of the largest modern establishments the tariff is drawn up on quite a Parisian scale. Lights are not generally charged for, and attendance is often included in the price of the bedroom. It is prudent, though not absolutely necessary, to enquire the charges in advance. The following are the average charges: room 1½-3 fr.; breakfast or 'premier déjeuner', consisting of 'café au lait', with bread and butter, 1-1¼ fr.; luncheon or 'deuxième déjeuner', taken about 11 a.m., 2½-4 fr.; dinner, usually about 6 p.m., 3-5 fr. Wine is generally included in the charge for dinner, except in a few towns in the south-east. The second déjeuner will probably be regarded as superfluous by most English and American travellers, especially as it occupies a considerable time during the best part of the day. A slight luncheon at a café, which may be had at any hour, will be found far more convenient and expeditious. Attendance on the table d'hôte is not compulsory, but the charge for rooms is raised if meals are not taken in the house, and the visitor will scarcely obtain so good a dinner in a restaurant for the same price. In many hotels

visitors are received 'en pension' at a charge of 6-7 fr. per day and upwards. The usual fee for attendance at hotels is 1 fr. per day, if no charge is made in the bill; if service is charged, 50 c. a day in addition is generally expected.

When the traveller remains for a week or more at a hotel, it is advisable to pay, or at least call for the account, every two or three days, in order that erroneous insertions may be at once detected. Verbal reckonings are objectionable, except in some of the more remote and primitive districts where bills are never written. A waiter's mental arithmetic is faulty, and the faults are seldom in favour of the traveller. A habit too often prevails of presenting the bill at the last moment, when mistakes or wilful impositions cannot easily be detected or rectified. Those who intend starting early in the morning should therefore ask for their bills on the previous evening.

English travellers often give considerable trouble by ordering things almost unknown in French usage; and if ignorance of the language be added to want of conformity to the customs, misunderstandings and disputes are apt to ensue. The reader is therefore recommended to endeavour to adapt his requirements to the habits of the country, and to acquire if possible such a moderate proficiency in the language as to render himself intelligible to the servants.

Articles of Value should never be kept in the drawers or cupboards at hotels. The traveller's own trunk is probably safer; but it is better to entrust them to the landlord, from whom a receipt should be required, or to send them to a banker. Doors should be locked at night.

Travellers who are not fastidious as to their table-companions will often find an excellent cuisine, combined with moderate charges, at the hotels frequented by commercial travellers (*voyageurs de commerce, commis-voyageurs*).

Many hotels send *Omnibuses* to meet the trains, for the use of which $\frac{1}{2}$ -1 fr. is charged in the bill. Before taking their seats in one of these, travellers who are not encumbered with luggage should ascertain how far off the hotel is, as the possession of an omnibus by no means necessarily implies long distance from the station. He should also find out whether the omnibus will start immediately, without waiting for another train.

Restaurants. Except in the larger towns, there are few provincial restaurants in France worthy of recommendation to tourists. This, however, is of little importance, as the traveller may always join the table d'hôte meals at hotels, even though not staying in the house. He may also dine *à la carte*, though not so advantageously, or he may obtain a dinner *à prix fixe* (3-6 fr.) on giving $\frac{1}{4}$ - $\frac{1}{2}$ hr.'s notice. He should always note the prices on the carte beforehand to avoid overcharges. The refreshment-rooms at railway-stations should be avoided if possible (comp. p. xvi); there is often a restau-

rant or a small hotel adjoining the station where a better and cheaper meal may be obtained.

Cafés. The *Café* is as characteristic a feature of French provincial as of Parisian life and resembles its metropolitan prototype in most respects. It is a favourite resort in the evening, when people frequent the café to meet their friends, read the newspapers, write letters, or play at cards or billiards. Ladies may visit the better-class cafés without dread, at least during the day. The refreshments, consisting of coffee, tea, beer, Cognac, liqueurs, cooling drinks of various kinds (*sorbet, orgeat, sirop de groseille* or *de framboise*, etc.), and ices, are generally good of their kind, and the prices are reasonable.

Furnished Houses. — Furnished Houses and Furnished Apartments are numerous in all the chief watering-places and winter-stations of Southern France, and may be found to suit every purse. In all cases a personal inspection should be made before hiring; and a contract (on stamped paper) should invariably be drawn up, specifying minutely the condition of the furniture, linen, wall-papers, etc., as disputes are otherwise apt to arise. The assistance of a consul, banker, or other responsible person should, if possible, be obtained in drawing up the contract; and in the case of serious difficulty at the termination of the lease, the aid of the public authorities should be invoked. — As a general rule it is advisable to proceed at first to a hotel, and thence direct the search for apartments, though if the traveller's requirements are modest, he may sometimes be able to suit himself at once with a lodging. Not infrequently the hotel-keepers are willing to make special arrangements with travellers purposing to make a stay of some duration.

VII. Public Buildings and Collections.

The CHURCHES, especially the more important, are open the whole day; but, as divine service is usually performed in the morning and evening, the traveller will find the middle of the day or the afternoon the most favourable time for visiting them. In the S. of France, however, it is a not uncommon practice to close the churches from midday to 2 p. m. The attendance of the sacristan or 'Suisse' is seldom necessary; the usual gratuity is $\frac{1}{2}$ fr. Many of these buildings are under the special protection of Government as '*Monuments Historiques*', and the Ministère des Beaux-Arts has caused most of these to be carefully restored. It is perhaps not altogether superfluous to remind visitors that they should move about in churches as noiselessly as possible to avoid disturbing those engaged in private devotion, and that they should keep aloof from altars where the clergy are officiating. Other interesting buildings, such as palaces, châteaux, and castles often belong to the municipalities and are open to the public with little or no formality. Foreigners will

eldom find any difficulty in obtaining access to private houses of historic or artistic interest or to the parks attached to the mansions of the noblesse.

Most of the larger provincial towns of France contain a *MUSÉE*, generally comprising a picture-gallery and collections of various kinds. These are generally open to the public on Sun., and often on Thurs. also, from 10 or 12 to 4; but strangers are readily admitted on other days also for a small *pourboire*. The accounts of the collections given in the Handbook generally follow the order in which the rooms are numbered, but changes are of very frequent occurrence.

VIII. Walking Tours. Guides. Horses.

Walking Tours. Many fine points in the part of France of which the present Handbook treats are accessible to pedestrians alone, and even where riding or driving is practicable, walking is often more enjoyable. For a short tour a couple of flannel shirts, a pair of worsted stockings, slippers, the articles of the toilette, a light water-proof, and a stout umbrella will generally be found a sufficient equipment. Strong and well-tried boots are essential to comfort. Heavy and complicated knapsacks should be avoided; a light pouch or game-bag is far less irksome, and its position may be shifted at pleasure. A pocket-knife with a corkscrew, a leather drinking-cup, spirit-flask, stout gloves, and a piece of green crape or coloured spectacles to protect the eyes from the glare of the snow should not be forgotten. Useful, though less indispensable, are an opera-glass, a small telescope, sewing-materials, a supply of strong cord, sticking-plaster, a small compass, a pocket-lantern, a thermometer, and an aneroid barometer. The traveller's reserve of clothing should not exceed the limits of a small portmanteau, which can be easily wielded, and may be forwarded from town to town by post.

The mountaineer should have a well-tried *Alpenstock* or staff with a steel point; and for the more difficult ascents an *Ice-axe* and *Rope* are also necessary. In crossing a glacier the precaution of using the rope should never be neglected. It should be securely tied round the waist of each member of the party, leaving a length of about 10 ft. between each pair. Glaciers should be traversed as early in the morning as possible, before the sun softens the crust of ice formed during the night over the crevasses. Mountaineers should provide themselves with fresh meat, bread, and wine or spirits for long excursions. The chalets usually afford nothing but milk, cheese, and stale bread. Glacier-water should not be drunk except in small quantities, mixed with wine or cognac. Cold milk is also safer when qualified with spirits. One of the best beverages for quenching the thirst is cold tea.

The first golden rule for the walker is to start early. If strength permits, and a suitable resting-place is to be found, a walk of one

or two hours may be accomplished before breakfast. It is desirable to reach the end of the day's walk about midday, but if that is not practicable, rest should be taken during the hottest hours (12-3) and the journey afterwards continued till 5 or 6 p. m., when a substantial meal (evening table d'hôte at the principal hotels) may be partaken of. The traveller's own feelings will best dictate the hour for retiring to rest.

The traveller's ambition often exceeds his powers of endurance, and if his strength be once over-taxed, he will sometimes be incapacitated altogether for several days. At the outset, therefore, the walker's performances should be moderate, and even when he is in good training, they should rarely exceed 10 hrs. a day. When a mountain has to be breasted, the pedestrian should avoid 'spurts', and pursue the 'even tenor of his way' at a steady and moderate pace ('chi va piano va sano; chi va sano va lontano'). As another golden maxim for his guidance, the traveller should remember that when fatigue begins, enjoyment ceases.

The traveller is cautioned against sleeping in chalets, unless absolutely necessary. As a rule the night previous to a mountain-expedition should be spent either at an inn or at one of the club-huts which the French Alpine Clubs have recently erected for the convenience of travellers. In the latter case enquiry should be made beforehand as to the condition and accommodation of the hut, and whether it is already occupied by a previous party or not. The convenience of arriving betimes at a hotel, so as to secure good rooms, etc., is well worth an extra effort on the march.

Over all the movements of the pedestrian, the weather holds despotical sway. The barometer and weather-wise natives should be consulted when an opportunity offers. The blowing down of the wind from the mountains into the valleys in the evening, the melting away of the clouds, the fall of fresh snow on the mountains, and the ascent of the cattle to the higher parts of their pasture, are all signs of fine weather. On the other hand, it is a bad sign if the distant mountains are dark blue in colour and very distinct in outline, if the wind blows up the mountains, and if the dust rises in eddies on the roads. West winds also usually bring rain.

It may be added that the particulars in the handbook as to the mountain-expeditions make no claim to absolute and invariable exactitude. The weather, the state of the snow, etc., no less than the different inclinations and capacities of travellers, must be taken into account as variable factors.

Guides. For all important mountain-expeditions guides are indispensable, except where the contrary is expressly stated; and, above all, a glacier should never be crossed without an experienced guide. Good guides are unfortunately rare; but they are to be found at all the principal tourist-centres among the Pyrenees, such as Cauterets, Gavarnie, Eaux-Bonnes, and Bagnères-de-Luchon. Most of the

des in the Pyrenees, however, are hardly more than horse-hirers and organizers of parties on horseback, and not only refuse to go on foot but insist also on tourists paying for their horses. The usual fee for a day of 8 hrs. is 6-8 fr., but on longer or more difficult expeditions 10 fr. and upwards are charged. At some of the principal centres there are guide-societies, with fixed regulations and tariffs. Though the usual charges for the various expeditions are indicated in the Handbook, the tourist will find it advisable to ascertain personally the charges beforehand.

Horses and Mules. Riding is more usual and less expensive in the Pyrenees than in the Alps. The excellent little horses of the Pyrenees may be hired for 6-10 fr. per day. On the whole, unless the ascent be very long, it is less fatiguing to ascend on foot than on horseback; while a descent on horseback is almost invariably uncomfortable and fatiguing, and cannot be recommended even to those who are subject to dizziness.

IX. Post and Telegraph Offices.

Post Office. Letters (whether '*poste restante*' or to the traveller's hotel) should be addressed very distinctly, and the name of the department should be added after that of the town. The offices are usually open from 7 a.m. in summer, and 8 a.m. in winter, to 9 p.m. '*Poste Restante*' letters may be addressed to any of the provincial offices. In applying for letters, the written or printed name, and in the case of registered letters, the passport of the addressee should always be presented. It is, however, preferable to desire letters to be addressed to the hotel or boarding-house where the visitor intends residing. Letter-boxes (*Boîtes aux Lettres*) are also to be found at the railway-stations and at many public buildings, and stamps (*timbres-poste*) may be purchased in all tobacconists' shops. An extract from the postal tariff is given below; more extensive details will be found in the *Almanach des Postes et Télégraphes*.

Ordinary Letters within France, including Corsica, Algeria, and Tunis, 5 c. per 15 grammes prepaid; for countries of the Postal Union 25 c. (The silver franc and the bronze sou each weigh 5 grammes; 15 grammes, or 1/2 oz. English.) — *Registered Letters* (*lettres recommandées*) 25 c. extra.

Post Cards 10 c. each, with card for reply attached, 20 c.

Post Office Orders (*mandats de poste*) are issued for most countries in the Postal Union at a charge of 25 c. for every 25 fr. or fraction of 25 fr., the maximum sum for which an order is obtainable being 500 fr.; for Great Britain, 20 c. per 10 fr., maximum 252 fr.

Printed Papers (*imprimés sous bande*): 1 c. per 5 grammes up to the weight of 20 gr.; 5 c. between 20 and 50 gr.; above 50 gr. 5 c. for each 50 gr. or fraction of 50 gr.; to foreign countries 5 c. per 50 gr. The wrapper must be easily removable, and must not cover more than one-third of the packet.

Parcels not exceeding 7 lbs. in weight may be forwarded by post at a moderate rate within France and to some of the other countries of the Postal Union. To England, parcels not exceeding 3 lbs. (1300 grammes) cost 60 c.; from 3 to 6 1/2 lbs., 2 fr. 10 c. These parcels should be handed

in at the railway-station or at the offices of the parcel-companies, not at the post-offices.

Telegrams. For the countries of Europe and for Algeria telegrams are charged for at the following rates per word: for France 5 c. (minimum charge 50 c.); Algeria and Tunis 10 c. (minimum 1 fr.); Luxembourg, Switzerland, and Belgium $12\frac{1}{2}$ c.; Germany 15 c.; Netherlands 16 c.; Great Britain, Austria-Hungary, Italy, Spain, and Portugal 20 c.; Denmark, Roumania, etc. $28\frac{1}{2}$ c.; Sweden 32 c.; Norway and Russia in Europe 40 c.; Greece $53\frac{1}{2}$ -57 c.; Turkey 53 c.

X. Weights and Measures.

The English equivalents of the French weights and measures in use since 1799 are given approximately.

Millier = 1000 kilogrammes = 19 cwt. 2 qrs. 22 lbs. 6 oz.

Kilogramme, unit of weight, = $2\frac{1}{5}$ lbs. avoirdupois = $2\frac{7}{10}$ lbs. troy.

Quintal = 10 myriagrammes = 100 kilogrammes = 220 lbs.

Hectogramme ($\frac{1}{10}$ kilogramme) = 10 décigrammes = 100 gr.
= 1000 décigrammes. (100 grammes = $3\frac{1}{5}$ oz.; 15 gr.
= $\frac{1}{2}$ oz.; 10 gr. = $\frac{1}{3}$ oz.; $7\frac{1}{2}$ gr. = $\frac{1}{4}$ oz.)

Myriamètre = 10,000 mètres = $6\frac{1}{5}$ Engl. miles.

Kilomètre = 1000 mètres = 5 furlongs = about $\frac{5}{8}$ Engl. mile.

Hectomètre = 10 décamètres = 100 mètres.

Mètre, the unit of length, the ten-millionth part of the spherical distance from the equator to the pole = 3.0784 Paris feet = 3.281 Engl. feet = 1 yd. $3\frac{1}{3}$ in.

Décimètre ($\frac{1}{10}$ mètre) = 10 centimètres = 100 millimètres.

Hectare (square hectomètre) = 100 ares = 10,000 sq. mètres = $2\frac{1}{2}$ acres.

Are (square décamètre) = 100 sq. mètres.

Hectolitre = $\frac{1}{10}$ cubic mètre = 100 litres = 22 gallons.

Décalitre = $\frac{1}{100}$ cubic mètre = 10 litres = $2\frac{1}{5}$ gals.

Litre, unit of capacity, = $1\frac{3}{4}$ pint; 8 litres = 7 quarts.

The following terms of the old system of measurements are still sometimes used: —

Livre = $\frac{1}{2}$ kilogramme = $1\frac{1}{10}$ lb. Pied = $\frac{1}{3}$ mètre = 13 in.

Aune = $1\frac{1}{5}$ mètre = 1 yd. 11 in. Toise = $1\frac{9}{10}$ mètre = 2 yds. 4 in.

Lieue = $2\frac{1}{2}$ miles. Arpent = $1\frac{1}{25}$ acre. Sétier = $1\frac{1}{2}$ hectolitre = 33 gals.

The thermometers commonly used in France are the Centigrade and Réaumur's. The freezing point on both of these is marked 0° , the boiling-point of the former 100° , of the latter 80° , while Fahrenheit's boiling-point is 212° and his freezing-point

32°. It may easily be remembered that 5° Centigrade = 4° Réaumur = 9° Fahrenheit, to which last 32° must be added for temperatures above freezing. For temperatures below freezing the number of degrees obtained by converting those of Centigrade or Réaumur into those of Fahrenheit must be subtracted from 32. Thus 5° C = 4° R. = $9 + 32 = 41^{\circ}$ F.; 20° C = 16° R. = $36 + 32 = 68^{\circ}$ F. Again, -5° C = -4° R. = $32 - 9 = 23^{\circ}$ F.; -20° C = -16° R. = $32 - 36 = -4^{\circ}$ F.

XI. Maps.

The best maps of France have hitherto been the *Cartes de l'Etat-Major*, or Ordnance Maps of the War Office. One series of these is on a scale of 1:80,000, and includes 273 sheets, each $2\frac{1}{2}$ ft. long and $\frac{1}{2}$ ft. wide, while another, reduced from the above, is on a scale of 1:320,000 and consists of 33 sheets (1 for 16 of the others) or 27 for France proper. These may be had either engraved on steel (2 fr. per sheet) or lithographed (50 c.). The engraved maps are considerably clearer in the mountainous regions, but the lithographs are good enough for ordinary use. Since 1889 the larger scale map has also been issued in quarter sheets (1 fr. engraved; 30 c. lithographed), intended ultimately to supersede the larger sheets.

The War Office has undertaken two new series of maps, printed in five colours; one on a scale of 1:50,000, and one on a scale of 1:200,000. The larger of these has not been published except for part of the N.E. provinces, but the smaller scale map is already well advanced. The price of each sheet is $1\frac{1}{2}$ fr.

There is also another map in five colours (1:100,000), published in 1881-1894 by the Ministry of the Interior (85 c. per sheet); and yet another (1:200,000) is now in course of publication by the Ministry of Public Works, and is sold in sheets at 40 c. each.

The Spanish slope of the Pyrenees is not included in the maps of the *Etat-Major*, but is given in the map of the Ministry of Interior (1:100,000; see above) and in that of the *Dépôt des Fortifications* (1:500,000).

All these maps may be obtained in the chief tourist-resorts, but it is advisable to procure them in advance. The following shops in Paris have always a full supply on hand: *Lanée*, Rue de la Paix 8; *Andriveau-Goujon*, Rue du Bac 4; *Dumaine (Baudoin)*, Rue et Passage Dauphine 30, etc.

The catalogue of the Service Géographique de l'Armée (1 fr.) contains key-plans of its maps, including also those of Algeria, Tunis, and Tripoli generally (parts sold separately 10 c., Algeria and Tunis 25 c.). Hachette's catalogue (gratis) has key-plans of the 1:80,000, 1:200,000, and 1:320,000 maps; and key-plans of the 1:100,000 map may be obtained at Hachette's, Boulevard St. Germain 79; and of the Public Works map (1:200,000) at the Librairie Delagrave, Rue Soufflot 15.

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1. From Paris to Bordeaux viâ Orléans.

359 M. to the *La Bastide* station, 363 M. to *St. Jean* (see below). RAILWAY in $8\frac{3}{4}$ - $14\frac{1}{3}$ hrs. (fares 64 fr. 85, 43 fr. 80, 28 fr. 60 c., or 65 fr. 60, 44 fr. 35, 28 fr. 95 c.). The trains start from the Gare d'Orléans at Paris. — Besides the ordinary trains, there is a service of trains de luxe, in $8\frac{1}{2}$ hrs., leaving the Gare du Nord in the evening; viz. the 'Sud-Express' on Mon., Wed., and Sat., for Bordeaux, Madrid, and Lisbon; and the 'Pyrenees Express' on Tues. and Thurs., for Bordeaux, Lourdes, and Luchon. The fares by these trains are $1\frac{1}{2}$ times the ordinary 1st cl. fare (e. g. to *Bordeaux-St. Jean*, 98 fr. 35 c.); déj. 5, D. 7 fr. in the restaurant-car. — A sleeping-car ticket by the ordinary night-express costs 24 fr. in addition to the fare.

Bordeaux has two principal stations, *La Bastide* on the right bank of the Garonne, the nearest to the centre of the town, and *St. Jean*, in a suburb on the left bank, for travellers proceeding farther to the S. on the main line (comp. p. 46). Travellers with through-tickets are allowed 48 hours in the town on condition of presenting their tickets for examination on arrival, but they cannot remove luggage that has been registered to their ultimate destination.

I. From Paris to Tours viâ Orléans.

145 M. RAILWAY in $3\frac{1}{2}$ - $9\frac{3}{4}$ hrs. (fares 26 fr. 30, 17 fr. 80, 11 fr. 65 c.). — For farther details of this route and for alternative routes to Tours, see *Baedeker's Northern France*.

Paris, see *Baedeker's Paris*. — The train ascends the valley of the Seine, on the left bank.

35 M. *Etampes* (*Buffet*), with 8570 inhab., contains the churches of *St. Basile* (15-16th cent.), *Notre Dame* (12th cent.), *St. Gilles* (12th and 16th cent.), and *St. Martin* (12-13th cent.; with a leaning tower); also the old *Mansions* of Diana of Poitiers and Anne de Pisseleu (16th cent.), and the *Tour Ginette* (12th cent.), near the station. — The train then ascends a steep incline to the plateau of *La Beauce*, one of the granaries of France.

74 M. *Les Aubrais* (*Buffet*). The day-expresses halt here for déjeuner. Passengers by the express-trains change carriages here for Orléans, as only the slow trains enter the station of that town.

75 M. *Orléans* (*Buffet*; *Hôt. St. Aignan*; *d'Orléans*; *du Loiret*), with 63,700 inhab., on the *Loire*. We reach the town by turning to the right at the boulevards, then to the left by the Rue Bannier leading to the Loire. To the left is the Gothic church (almost

entirely modern) of **St. Paterne*, and in a square farther on is an *Equestrian Statue of Joan of Arc*, the Maid of Orléans. The Rue Jeanne d'Arc, a little farther on, leads to the left to the Gothic cathedral of **Ste. Croix*, near which is the *Hôtel de Ville* (16th cent.). To the S. of the Rue Jeanne d'Arc, in a small square with a Statue of the Republic, is the *Musée* (paintings, sculptures, etc.), and more in the direction of the Rue Royale is the *Musée Historique*, in a fine 16th cent. mansion. The new *Musée Jeanne d'Arc* is in the Rue du Tabour, to the W. of the Rue Royale. The walk should be continued as far as the Loire.

From Orléans to *Clermont-Ferrand*, see R. 35; to *Nevers*, see R. 32.

The Bordeaux railway now follows the course of the Loire (to the left).

91 M. **Beaugency**, with 4300 inhab., has a Renaissance *Hôtel de Ville*, a mediæval *Keep*, and a *Château* of the 15th cent. (now a poor-house). The *Tour de l'Horloge* is one of the old town-gates. The church of *Notre Dame* dates from the 11th century.

110 M. **Blois** (*Buffet; Hôt. de Blois; de France; du Château*), with 23,450 inhab., possesses a celebrated **Château*, the finest part of which was built by Francis I. The *Church of St. Nicholas* (12-13th cent.), the *Cathedral*, and the *Statue of Denis Papin* are also interesting. — The **Château of Chambord* lies 11 M. to the E.

120 M. *Onzain*, beyond which, on the left, appears the *Château of Chaumont*.

133 M. **Amboise** (4480 inhab.). The historic **Château* is seen on the left. We cross the Loire three stations farther on.

144 M. *St. Pierre-des-Corps* (*Buffet*). Passengers to Tours by the Bordeaux expresses change carriages here; the ordinary trains run into the station of Tours.

145 M. **Tours** (*Buffet; Gr. Hôt. de l'Univers, de Bordeaux*, near the station; *Faisan, Boule d'Or, Négociants*, in the Rue Nationale), with 60,335 inhab., is situated between the Loire and the Cher. Turning to the right on quitting the station, and then to the left at the boulevards, we reach the handsome Rue Nationale, which leads to the Loire. The **Cathedral*, a fine Gothic edifice of the 12-16th cent., lies some distance to the right. Near the end of the Rue Nationale is the church of *St. Julien* (13th cent.), and near the bridge are statues of *Descartes* and *Rabelais*. To the right is the *Hôtel de Ville*, containing the *Musée*. Not far from the principal bridge, downstream, is *Notre-Dame de la Riche*, a church of the 12th and 16th cent.; and farther to the S.E. are the *Towers* of the old church of *St. Martin* and the new *Basilica* of that name.

From Tours to *Les Sables-d'Olonne*, see R. 2; to *Vierzon*, p. 35.

II. From Tours to Poitiers.

61 M. RAILWAY in 1³/₄-3¹/₄ hrs. (fares 11 fr. 40, 7 fr. 65 c., 5 fr.).

Tours, see above and *Baedeker's Northern France*. — Trains in connection with the express proceed to the (2 M.) station of *St.*

FORTIER



Pierre-des-Corps on the line from Paris (see p. 4). Slow trains make use of a loop-line.

South of the town the lines to Nantes and Les Sables-d'Olonne (R. 2) diverge on the right. Then, after crossing the *Cher*, we pass over a viaduct from which there is a fine view and cross the line to Châteauroux (p. 35). To the left is the fine *Château de Candé* (16th cent.). The valley of the *Indre* is next crossed by a viaduct, $\frac{1}{2}$ M. long and 69 ft. high, which affords another fine view. — 7 M. *Monts*. Beyond ($12\frac{1}{2}$ M.) *Villeperdue* is another viaduct, 102 ft. high, over the *Manse*; on the right, the *Château de Brou*. — 20 M. *Ste. Maure*, a little town 2 M. to the left. — 27 M. *Port-de-Piles*. Branch-line to Chinon, see p. 16.

FROM PORT-DE-PILES TO LE BLANC, $41\frac{1}{2}$ M., railway in $2\frac{1}{4}$ hrs. (fares 7 fr. 50, 5 fr. 5, 3 fr. 30 c.). The line first ascends the valley of the *Creuse*, then that of the *Claise*. — 6 M. *La Haye-Descartes*, the birthplace of Descartes (1596-1650), the celebrated philosopher, to whom a statue has been erected here. — 13 M. *Le Grand-Pressigny*, with a keep of the 12th and a castle of the 17th century. About $11\frac{1}{2}$ M. to the W., at *La Dousetière*, numerous flint celts have been found. — 22 M. *Preuilly* has a very fine Romanesque abbey-church. — Our line then quits the banks of the *Claise*, and returning to the valley of the *Creuse*, is joined at ($31\frac{1}{2}$ M.) *Tournon-St. Martin* by the branch from Châtellerault (see below). — Beyond (36 M.) *Fontgombault*, which also has a very remarkable old abbey-church, we rejoin the Poitiers line. — $41\frac{1}{2}$ M. *Le Blanc* (p. 10).

We cross the *Creuse* and ascend the valley of the *Vienne*.

$40\frac{1}{2}$ M. *Châtellerault* (*Hôt. de l'Espérance; de l'Univers*), a town on the *Vienne* with 22,522 inhab., famous for its cutlery and for its *Arms Factory* (no admission). The Boul. Sadi Carnot, to the left from the station, and then the Rue de Berry, to the right, bring us to the *Boulevard Blossac*, at the other end of which is the Square Gambetta, with the tall *Monument of the Revolution*. The Rue des Mignons (before the Square), and its continuation, lead to the church of *St. Jacques*, of the 13th cent., with a rich modern west front. — Line to Loudun, see p. 17.

A branch-line runs hence to ($28\frac{1}{2}$ M.) *Tournon-St. Martin* (see above), viâ *La Roche-Posay*, a little town on the *Creuse*, with a 12th cent. keep. In the neighbourhood is a mineral spring, with a bath-establishment.

We next cross the *Vienne* and ascend the valley of the *Clain*. — 46 M. *Les Barres*. In the neighbourhood is the site of *Vieux-Poitiers*, and farther on, also on the right bank, is *Moussais-la-Bataille*, the probable scene of the famous battle of Poitiers (see p. 6). — Beyond (49 M.) *La Tricherie*, on the left, is the castle of *Baudiment*, a curious edifice of the 15th cent. (restored). — $51\frac{1}{2}$ M. *Dissais-sur-Vienne*, with a fine castle of the 16th and 18th centuries. — On the right is the line to Loudun (see p. 17).

61 M. *Poitiers* (*Buffet*). — *Hotels*. HÔTEL DU PALAIS (Pl. a; B, 3), a large house near the Palais de Justice, R. $21\frac{1}{2}$, D. 4 fr.; DE FRANCE (Pl. b; B, 4), R. 2, D. 3 fr.; DE L'EUROPE (Pl. c; B, 4); DES TROIS-PILIERS (Pl. d; B, 4); the last three in the Rue des Halles, near the Place d'Armes. — *Cafés*, in the Rue des Halles and in the Place d'Armes. — *Cabs*. Per drive $\frac{1}{4}$, per hr. $1\frac{1}{2}$ fr.; at night 50 c. extra.

Poitiers, with a pop. of 37,500, the ancient capital of *Poitou*

and now the chief town of the department of the *Vienne*, is the seat of a bishopric and possesses also a university, with a school of law, founded in 1431. It is situated on a hill at the confluence of the *Clain* and the *Boivre*, and most of the streets are narrow, tortuous, steep, and badly built. The limited trade of the town and the fact that it is largely occupied by religious foundations combine to make it rather a dull place, but it has some objects of interest which every tourist should endeavour to see.

Poitiers first appears as a Celtic town, the capital of the *Pictones* or *Pictavi*, whence its modern name. To the Romans it was known as *Liconium*. About 353 St. Hilary (not to be confounded with his namesake of Arles) became its first bishop. Poitou was included in the Visigothic kingdom of Aquitaine, founded in 419, but after the defeat of Alaric II. by Clovis at Vouillé, in 507, it was added to the Frankish dominions and constituted a countship whose holders afterwards made themselves dukes of Aquitaine. One of these dukes is said to have invited the *Varacens* into this part of the country, but be this as it may, it was within 20 miles N.W. of Poitiers that Charles Martel in 732 finally broke the power of the Moorish invaders. By the marriage of Eleanor, sole heiress of Poitou and Aquitaine, to Louis VII. of France these important provinces became part of the royal dominions. On her divorce and re-marriage to Henry Plantagenet in 1152 they passed, unhappily for France, into the power of England. The most important event in the two centuries of strife which succeeded is the Battle of Poitiers (or *Maupertuis*) in 1356, when John the Good was defeated by Edward the Black Prince and lost more than 11,000 men. By the treaty of Brétigny (1360) Aquitaine, and with it Poitou and other counties, passed in full sovereignty to Edward III., but the country between the Loire and the Garonne was finally won back in 1372 by the Constable Bertrand du Guesclin. The Protestants under Coligny unsuccessfully besieged Poitiers for seven weeks in 1569. Since then its history has been uneventful.

Quitting the station (Pl. A, 4), which is situated in the lower part of the town, carriages reach the centre by a long circuit to the left viâ the Boulevard Solferino. Pedestrians go direct by the Rue de la Visitation, the first street ascending to the right from the boulevard. Turning again to the right at the first cross street, they reach the square in front of the *Préfecture* (Pl. A, B, 4), a large featureless building. Hence the Rue Victor-Hugo leads to the *Place d'Armes* (Pl. B, 3, 4), a large square forming the centre of the town. On the right side of the Rue Victor Hugo is the *Collège de la Grand' Maison* (Pl. B, 4), with an elegant chapel; on the left, No. 9, is the new *Musée des Augustins*, of the Société des Antiquaires (p. 7).

The Museum contains tapestry, furniture, enamels, porcelain, etc., besides the former Chevières collection of 175 paintings, including a landscape by *Hobbema*; a Holy Family by *Giulio Romano*; St. John the Baptist by *Jan van Leyden*; Witch-scene by *Teniers*; Battle-scenes by *Bourguignon*.

In the Place d'Armes is the *Hôtel de Ville* (Pl. B, C, 3), a fine building, completed in 1875, in the style of the French Renaissance. It contains the *Musée des Beaux-Arts* and the *Musée d'Histoire Naturelle*, the former open on Sun., the latter on Thurs. from noon to 4 p. m. (except when it rains), but both accessible to strangers on other days, at the same hours.

The *MUSÉE DES BEAUX-ARTS* contains an important collection of paintings by French artists, also a fine portrait by *Tintoretto* (No. 114) and works

by Titian (118), A. del Sarto (117), Van Dyck (113, etc.), Masaccio (109), Guido Reni (104), etc.; besides sculptures, antiquities, furniture, enamels, coins, etc. — The STAIRCASE is adorned with caryatides by *Barrias* and frescoes by *P. de Chavannes*. — In the SALLE DES FÊTES the stained glass and the ceiling-painting (Duguesclin freeing Poitiers from the English, by *Brunet*) should be noticed. — The SALLE DES MARRIAGES is decorated by *Léon Perrault*.

The SOCIÉTÉ DES ANTIQUAIRES DE L'OUEST has also in the neighbouring Rue des Grandes-Ecoles (Pl. B, 3) an important museum of Roman and other antiquities.

On the right, behind the Hôtel de Ville, is the pretty *Hôtel Bauce* or *Gaillard*, in the Renaissance style. In the vicinity is the *Lycée* (Pl. C, 3-4), with a painting by *Finsonius* and 17th cent. wood-carvings. From the Hôtel Bauce we follow the street on the left to the Rue d'Orléans, the second on the right, by which we descend.

The *Temple St. Jean* (Pl. D, 3), in the next street, is a curious structure, now identified as a baptistery of the 7th century, partly built of Gallo-Roman materials. In plan it is an oblong of about 42 ft. by 26 ft.; the floor is for the most part below the present level of the street. On the longer sides are additions made in the 12th cent., and at either end are apses. The interior (apply to the concierge of the bishops' palace to the left) contains a font in the centre and sarcophagi etc. of the 6-9th cent., and some 12th cent. frescoes.

The *Cathedral (St. Peter's)*; (Pl. C, D, 2) was begun in 1162 by Henry II. of England, husband of Eleanor of Aquitaine or Guienne (p. 6), but the west façade only was completed and the church consecrated in 1379. Some parts are Romanesque, but the Plantagenet-Gothic style predominates. The façade is comparatively poor; it is too wide and too low and the unfinished towers which flank it increase its heaviness. The interior is imposing on account of the boldness of its proportions and the width of its aisles and bays. To make it appear longer than it actually is the architect has increased the effect of the perspective by lessening the width of the nave and aisles and by a corresponding lowering of the arches towards the choir. Some of the stained glass dates from the 12-13th cent., while the fine choir-stalls are assigned to the latter half of the 13th. Behind the choir, on the left, is the modern tomb of Monsgr. Bouillé.

From the rear of the cathedral we descend to the right to *Ste. Radegonde* (Pl. D, 2), a church founded about 560 by the queen of that name, wife of Clotaire I., who retired hither to her convent of Ste. Croix. It was, however, rebuilt in the 11-13th cent. in the same style as the cathedral, except the main entrance, which belongs to the 15th or 16th century. A fine Gothic steeple rises from the façade. Specially noteworthy within the church are a *Crypt* containing the sarcophagus of St. Radegonde (an object of pilgrimage), and a marble statue of the saint (a portrait of Ann of Austria), attributed to Girardon. On the left of the nave is a kind of niche called the chapel of the Pas-de-Dieu, with two poor statues, between which,

on the pavement, is a foot-print made, according to the legend, by our Lord when he appeared to St. Radegonde. Fine stained glass.

This church is near the Clain, which is spanned by the *Pont Neuf*, to the right, and by the old *Pont Joubert*, to the left.

On the opposite bank are the colossal gilded statue of *Notre Dame des Dunes* (Pl. D, 2) and a barrack. A little lower down a Gallo-Roman *Necropolis* has been discovered, and a *Champ des Martyrs*, with the remains of a hypogæum.

In the suburb of St. Saturnin, $\frac{1}{4}$ M. from the Pont Neuf, viâ the third street on the left, is a dolmen known as the *Pierre-Levée*.

We re-ascend into the town by the street which begins at the Pont Joubert and is continued by one which leads us straight to —

***Notre-Dame-la-Grande** (Pl. B, 2), a very interesting monument of Romanesque architecture dating from the end of the 11th cent., with additions of the 15th and 16th. This church is noted for its **West Façade*, which, like that of Angoulême cathedral (p. 11), has all the elaboration of detail which we associate with the repoussé work of the goldsmith. It is composed of three tiers of arches, in the lowest of which are inserted a round-headed door and two obtusely pointed blind ones subdivided into two semicircular arcades. The uppermost tiers, broken by a large window, contain mutilated statues of St. Hilary, St. Martin, and the Apostles, and in the gable-end is one of Christ in the act of blessing, surrounded by the emblems of the Evangelists. There are also bas-reliefs with subjects drawn chiefly from the life of the Virgin. This façade is flanked by turrets with conical tops and fish-scale ornamentation. The steeple of the church, with a similar top, is at the entrance to the choir.

The INTERIOR, disfigured by modern paintings of coarse tone, is divided into nave and aisles, the former having a barrel vault, the latter being groined. The side-chapels were added in the 15th and 16th centuries. There is no transept, but the aisles are prolonged round the choir. The latter contains a 13th cent. fresco on its vault and a fine modern high-altar in the Romanesque style. In a chapel on the right is a 'Holy Sepulchre' of the 16th century.

The PALAIS DES FACULTÉS (Pl. B, 2), near Notre-Dame, was altered and enlarged in 1892-94.

It contains the *University Library* and also the *Municipal Library*, of nearly 400,000 vols. and 389 MSS., including a Life of St. Radegunda by St. Fortunatus (9th cent.) and other early specimens.

The **Palais de Justice** (Pl. B, 3) a little beyond Notre-Dame, on the left, includes, behind some late additions, remains of the old castle of the counts of Poitou (14th cent.). The **Salle des Pas-Perdus*, the old guard-chamber, 160 by 56 ft., recalls that of the Palais de Justice at Rouen. At one end is a carved triple chimney-piece, surmounted by a gallery and five windows, all in the Gothic style of the 15th cent., between two staircase-turrets.

The PROVOST'S COURT (*Prévôté*; Pl. A, B, 2), a building of the 15-16th cent., now a school, has a very remarkable façade, with four turrets and some fine pediments over its windows.

At the N. end of the town stands the church of MONTIERNEUF (*Moutier-Neuf*; Pl. A, 1), an ancient church of the Benedictines,

of the 11th cent., and of exceptional width for that period. It has a little cupola above the crossing, surmounted by two bell turrets which are connected by three arches.

Between the Palais de Justice and the Place d'Armes is *St. Porchaire* (Pl. B, 3), a church of the 16th cent., with a Romanesque tower, dating from an older building. — To the S. is *St. Hilary* (Pl. B, 5), a monastic church founded, it is said, before the 6th cent., rebuilt in the 11th and 12th, and partly in the present century. It consists of a nave and six aisles and has 6 cupolas, but no steeple.

The PARC DE BLOSSAC (Pl. B, C, 5, 6), at the S. end of the town, a promenade laid out in the 18th cent., commands a fine view of the Clain valley, on which side it is bordered by the remains of the old 14th century *Ramparts*, which extend some way westward between the town and the railway. At the entrance from the Rue des Capucins are two marble groups by Etex, representing the Joys and Sorrows of Motherhood. A military band plays in the park on Sunday and Thursday.

From Poitiers to Loudun (Angers) see p. 17; to La Rochelle and Rochefort, R. 3.

BRANCH LINE from Poitiers to (35½ M.) *Parthenay*, identical with the Loudun line as far as *Neuville-de-Poitou* (p. 17).

FROM POITIERS TO LIMOGES viâ *Bellac*, 87 M., railway in 4½-8 hrs. (fares 15 fr. 80, 10 fr. 65, 6 fr. 90 c.). — The Angoulême line is followed as far as (3½ M.) *St. Benoit* (see below), beyond which a short tunnel is passed. — 7½ M. *Mignaloux-Nouaillé* (branch-line to St. Savin and Le Blanc, see below). 10½ M. *Nieul-l'Espoir*; 13½ M. *Fleuré*. Beyond (18½ M.) *L'Hommeize* the line crosses the Vienne. — 25½ M. *Lussac-les-Châteaux*, which has only one old castle, through the ruins of which the railway passes. Branch to St. Saviol, see p. 10.

33½ M. *Montmorillon* (*Buffet*; *Hôt. de France*), a small town (pop. 5268) on an eminence, ½ M. to the left, at the foot of which flows the *Gartempe*. In its lower part is the Gothic church of *St. Martial. Notre-Dame*, on the left bank, is partly Romanesque, partly Gothic. Near it is a modern tower, surmounted by a *Statue of the Virgin*. The *Petit Séminaire*, an ancient convent of the Augustines, comprises a curious building of the 11-12th cent., called the *Octagon*, consisting of two chapels, one above the other. A branch-line runs hence to (25 M.) *Le Blanc* (p. 10), viâ (11 M.) *La Trimouille* or *La Trémouille*.

51½ M. *Le Dorat* (*Hôt. Bordeaux*), a small town with an interesting Romanesque church and remains of fortifications of the 15th century. — An alternative line to Limoges (Gare d'Orléans) runs hence viâ (12½ M.) *Châteauponsac* (*Hôt. de la Promenade*), a small town (3970 inhab.) on the *Gartempe*, and (26½ M.) *St. Sulpice-Laurière* (p. 39).

59½ M. *Bellac* (*Hôt. de la Promenade*), a town with 4900 inhab., on the *Vincou*. Beyond (60 M.) *Chapterie* the *Monts de Blond* (1800 ft.) appear on the right. 64 M. *Blond-Berneuil*, followed by several other small stations. After passing (81 M.) *Couzeix-Chatelat*, the train rapidly descends, traverses a tunnel 750 yds. long, and joins the line from Paris (p. 39). — 87 M. *Limoges* (Gare de Montjovis, p. 39).

FROM POITIERS TO CHÂTEAUX viâ *Argenton*, 89 M., railway in 5½-9½ hrs. (fares 16 fr. 25, 11 fr. 5, 7 fr. 15 c.). — Diverging from the last-described route at (7½ M.) *Mignaloux-Nouaillé*, we proceed N.E. over a dull plain. — 20 M. *Chauvigny* (*Lion d'Or*), a small town of 2129 inhab., prettily situated on the *Vienne*, with two fine churches of the 12th cent., and the ruins of four castles, richly repays a visit.

31¾ M. *St. Savin* (*Hôt. de France*), a small town of 1605 inhab., on the *Gartempe*, with an interesting **Abbey-Church* of the 11th cent., a cruciform

ing with three aisles, a transept, and ambulatory. Over the porch a fine steeple with a Gothic spire, and over the transept a square tower. The height of the interior is exceptional for a Romanesque church. The columns are 59 ft. and the main vaulting 69 ft. high, although the total width of the building is only 55½ ft. and its length 160 ft. Among the interesting features of this church are some *Wall-Paintings* of the 12th century. One series consists of subjects from Genesis, Exodus, and the Apocalypse; the others represent the patron saints of the abbey and the neighbouring district.

45 M. **Le Blanc** (*Buffet*; *Hôt. de la Nouvelle Promenade*), the *Obliviscence* of the Romans, with 7389 inhab., stands on the Creuse. The chief object of interest is the church of *St. Génitour* of the 12th, 13th, and 15th centuries. Line to *Port-de-Piles*, see p. 5; to *Montmorillon*, see p. 9. Another line is under construction to (31 M.) *Buzançais* (p. 31) viâ (16½ M.) *Méailles-en-Brenne*, which has a fine 14th cent. church, with a later chapel (16th cent.) adorned with good stained glass.

The line to Argenton is a continuation of that from Port de Piles, and follows the valley of the *Creuse*. — 55 M. *Ciron*. — Beyond (64 M.) *Gautier* we join the line from Limoges (R. 5). — 69½ M. *Argenton* thence to (89 M.) *Châteauroux*, see pp. 38-35.

III. From Poitiers to Angoulême.

70 M. RAILWAY in 11½-4¼ hrs. (fares 12 fr. 75, 8 fr. 55, 5 fr. 55 c.).

The line passes through a short tunnel into the picturesque valley of the *Clain*, and crosses that river several times. — 64 M. (from Tours) *St. Benoît*, the junction for *St. Sulpice-Laurière* and *Limoges* (p. 9), and also for *La Rochelle* and *Rochefort* (R. 3).

66 M. *Ligugé*, with an old Benedictine abbey founded by *St. Martin*. Farther on, on the right, is the castle of *Bernay*, of the 12th century. — 19½ M. *Iteuil*; 73 M. *Vivonne*; 79 M. *Anché-Beaulieu*; 82 M. *Couhé-Vérac*, situated 3½ M. to the W. (omnibus); 84½ M. *Epanvilliers*. — 93 M. *St. Saviol*.

A branch-line runs hence viâ (4½ M.) *Civray*, a small town on the *Charente*, with a Romanesque church with an interesting west front, (10 M.) *Charroux*, with the remains of an abbey, and (14 M.) *Persac*, to (18 M.) *Lussac-les-Châteaux* (p. 9).

102 M. **Ruffec** (*Buffet*), with 3527 inhab., also has a Romanesque church with a remarkable façade. The town is celebrated for its *rouffec* pies. Line to *Niort* (p. 23).

A short tunnel is passed through. 108 M. *Moussac*, beyond which the *Charente* is crossed. 11 M. *Luxé*; 119 M. *St. Amand-Boixe*; the town, 1¾ M. to the S.-W. (omn.), has a curious church, a mixture of Romanesque and Gothic. 123 M. *Vars*.

As we approach Angoulême, a fine view of the town and its principal buildings is presented, the most prominent being (from left to right) the steeple of *St. Martial*, the tower of the *Hôtel de Ville*, and the cathedral with its square tower.

131 M. **Angoulême**. — *Hotels*. **HÔTEL DU PALAIS* (Pl. a; D, 2, 3), *Place du Mûrier*, in the centre of the town; *DE FRANCE* (Pl. b; D, 2, 3), *Place des Halles Centrales*; *GRAND HÔTEL*, *Avenue Gambetta 54*. — *Cafés* in the *Place du Mûrier* and the *Place des Halles Centrales*. — *Buffet*.

Stations. *Gare d'Orléans*, for *Bordeaux*, *Gare de l'Etat*, for *Limoges* and *Saintes* (pp. 12, 13), facing each other in the *Avenue Gambetta* (Pl. F, 1); *Gare de Rouillac*, for the unimportant line to (23 M.) *Rouillac*, next the *Gare de l'Etat*.

Angoulême, with 36,690 inhab., the ancient capital of the *Angoumois*, is now the chief town of the department of the *Charente*, and an episcopal see. Like Poitiers, it occupies an eminence between two rivers, the *Charente* and the *Anguienne*, but it is a little better built and is encircled by promenades which afford very fine views. The cathedral and other public buildings deserve a visit, and may be seen in a few hours. The town is noted for its paper-mills.

The town existed in the time of the Romans, who named it *Encolisma*. It was included in the kingdom of Aquitaine, but at a later period became the capital of a county which was handed over to the English by the treaty of Brétigny in 1360. It revolted in 1373, and as a reward for its fidelity to the crown, it was constituted a duchy and made the appanage of one of the royal princes. The town was several times taken and sacked in the Religious Wars, notably by Coligny.

From the stations we ascend to the right by the Avenue Gambetta. On the left is the seminary and church of *St. Martial* (Pl. E, 3), a fine modern building in the Romanesque style, with a steeple over the façade, by *Paul Abadie* (d. 1884). The Rampe d'Aguesseau, a street diverging to the right, leads to the *Halles Centrales* (Pl. D, 2), on the site of the old prisons.

A new street beginning at the Halles leads to the **Hôtel de Ville* (Pl. D, 3), a very remarkable structure, in great part modern (1858-66), which is also the work of *Abadie*. It is in the style of the 13th cent. and occupies the site of the castle of the Counts of Angoulême, of which there remain two towers on the left, one of the 14th, the other of the 15th century. The small *Picture Gallery and Archaeological Museum* in the interior is open free on Sun., Thurs., and holidays from 12-4; to strangers also at other times. — In a small garden on the left side are a marble *Statue of Margaret of Valois*, or Angoulême, sister of Francis I. and queen of Navarre (d. 1549), by Badiou de la Tronchère (1871) and a *War Monument* for 1870-71, by R. Verlet.

In the Place du Marché-Neuf (Pl. D, 3), to the right of the Hôtel de Ville, is a bronze statue, by R. Verlet, of *Dr. Jean Bouillaud* (1796-1867). The *Theatre* (Pl. D, 3) is in the Place de la Commune, a square abutting on the *Ramparts*, which command a comprehensive view of the valley of the Anguienne.

The **Cathedral* OF ST. PETER (Pl. C, 3), a short distance to the right, is one of the most interesting Romanesque-Byzantine churches in France, recalling Notre-Dame at Poitiers (p. 8) and St. Front at Périgueux (p. 43). It belongs, as a whole, to the 12th cent., but was thoroughly restored and even partly rebuilt between 1866 and 1875 by *Abadie*. It comprises a nave without aisles, surmounted by three cupolas; a transept with a cupola forming a lantern in the centre; a north transept tower (see below); the remains of a south transept tower; and an apse with four chapels. — The **Façade*, which recalls on a large scale that of Notre-Dame at Poitiers, is also the most

rious part of this church. Exclusive of the gable, it is composed of four tiers of arcades, divided from top to bottom by columns into five bays. The lowest tier has five arches, of which the largest and central one contains the sole door in the façade. Above this door is a large window and above that, between symbols of the Evangelists, is a Christ in Judgment, to which event most of the many sculptures of the façade refer. Below the Christ, to the right and left, are angels sounding the last trump, the dead rising from their graves (the blessed distinguished by the *nimbus* and the reprobate accompanied by demons), the Doctors of the Church, the Apostles, symbolic representations of Faith (St. George), Hope, and Charity (St. Martin), etc., and numerous beautiful ornamentations.

The splendid **Tower* at the end of the N. transept, 193 ft. in height, is the next striking feature of this church. It was necessarily pulled down at the time of the restoration, but rebuilt exactly in its former shape and, as far as possible, with the same materials. It has six square stages, diminishing in size, and four of them present open bays. The corresponding S. tower, of which only the base remains, was destroyed by the Calvinists in 1568; it had a Gothic spire. — In the *Interior* the cupolas of the nave (which has slightly pointed arches) and the lantern of the transept, pierced by twelve windows, merit special notice.

The pile of buildings to the left of the cathedral is the *Bishop's Palace*, of the same age as the church and also restored by Abadie.

Continuing to follow the ramparts beyond the cathedral, we arrive at the *Jardin Vert* (Pl. B, 2), a fine promenade on the side of the hill. To appreciate the view, the best plan is to make for the top by the *Promenade de Beaulieu* (Pl. B, 2), which skirts the spacious buildings of the *Lycée* and commands the valley of the Charente. In the valley, on the right bank, lies the suburb of *St. Cybard*. On the return may be made, by the edge of the hill, as far as the *Place des Halles Centrales* (p. 11).

FROM ANGOULÈME TO SAINTES (Rochefort, La Rochelle), 48½ M., railway in 2¼-2¾ hrs. (fares 7 fr. 95, 5 fr. 90, 3 fr. 85 c.). — From the *Gare de l'Etat* (p. 10) we pass through a tunnel under the town and cross the *Bordeaux* line. — 3 M. *St. Michel-sur-Charente*, with a curious octagonal church. The line then follows the valley of the Charente.

14¼ M. *Châteauneuf-sur-Charente* (*Soleil d'Or*), a thriving little town, once a stronghold in the hands of the English, and only recovered from them after a siege of four years (1376-80). A branch-line runs hence to 2 M.) *Barbezieux* (Boule d'Or; Hôt. de France), a town of 4100 inhab., on the slope of a hill, with the remains of a castle of the 15th cent., a church of the same period, and another of the 12th century.

18 M. *St. Amant-de-Graves*; 20½ M. *St. Mème*. — 23 M. *Jarnac* (*Hôt. de France*), a small town chiefly known for the victory of the Catholics under the Duke of Anjou, afterwards Henri III., over the Protestant army of the Prince of Condé in 1569. The country to the left of our route and to the south of the Charente, as far as beyond Cognac, is the *Petite Champagne*. Further south is the *Grande Champagne*. They are so called because they are of the same geological formation as Champagne and, like it, produced excellent white wines of which highly-reputed brandies were made, those of the second being called 'Fine Champagne'. — 27½ M. *Gensac-la-Pallue*.

31 $\frac{3}{4}$ M. *Cognac* (*Hôt. de Londres; d'Orléans; de France; Café du Chalet*), an old town of 17,400 inhab., the centre of the brandy trade of the Charente, the products of which are sent to all parts of the world. Its chief object of interest is the church of *St. Léger*, mainly of the 11th, 14th, and 15th centuries. The façade has fine florid Romanesque details. Cognac contains an *Equestrian Statue of Francis I.*, a modern bronze by Etex. The large brandy distilleries and the vast store-houses should be seen. One of the latter is on the site of the castle in which Francis I. was born (1494).

36 M. *Le Pérat*; 38 $\frac{1}{2}$ M. *Brives-Chérac*; 42 M. *Beillant*. — 48 $\frac{1}{2}$ M. *Saintes* (p. 30).

FROM ANGOULÊME TO RIBÉRAc, 42 M., railway in 2-2 $\frac{1}{4}$ hrs. (fares 7 fr. 60, 5 fr. 15, 3 fr. 35 c.). We start from the Gare de l'Etat (p. 10). — 3 $\frac{3}{4}$ M. *Ruelle*, with a large cannon-foundry established in 1750. — 6 $\frac{1}{4}$ M. *Magnac-Touvre*. The copious springs of Touvre are at the foot of a hill which is crowned by a ruined castle. — 21 M. *La Roche-Beaucourt*; 25 $\frac{1}{2}$ M. *Mareuil-Gouts*. — Beyond (38 $\frac{1}{2}$ M.) *Celles* we pass the *Tour de la Rigale*, said to be the 'cella' of a Roman temple. We cross the Dronne. — 42 M. *Ribérac* (*Hôt. de France; du Périgord*), a prettily situated commercial town with 3700 inhabitants. — The line goes on to *Mussidan* (p. 45), *Bergerac* (p. 14), *Marmande* (p. 72), etc. — From Ribérac to Périgueux, see p. 45.

FROM ANGOULÊME TO LIMOGES, 73 M., railway in 3 $\frac{1}{4}$ -3 $\frac{3}{4}$ hrs. (fares 13 fr. 30, 8 fr. 90, 5 fr. 80 c.). — To (6 $\frac{1}{4}$ M.) *Magnac-Touvre*, see above. — From (10 M.) *Le Quéroy-Pranzac* a branch-line runs to (39 M.) *Thiviers* (p. 42), viâ (8 M.) *Marthon*, where are the remarkable ruins of a castle of the 12th cent., (21 $\frac{1}{2}$ M.) the little town of *Nontron* (*Hôt. Michaudel*), and (26 $\frac{1}{2}$ M.) *St. Pardoux-la-Rivière*, on the *Dronne*, whence a tramway runs to Périgueux.

17 $\frac{1}{2}$ M. *La Rochefoucauld* (*Hôt. du Commerce*), a little town (2850 inhab.) on the *Tardoire*, with the remarkable **Château* of the family of that name, founded in the 9th or 10th cent., but dating chiefly from the 12th and 16th. The finest parts, dating from the Renaissance, are the magnificent staircase built by Fontant (1528-38) and the galleries, surmounted by arcades, which surround the inner court, by the same architect. — 25 M. *Chasseneuil-sur-Bonnieure* has a castle of the 17th cent. and iron-mines. — From (33 M.) *Roumazière-Loubert* (*Buffet*) a branch-line diverges to (10 $\frac{1}{2}$ M.) *Confolens* (*Hôt. Chaboussant*), a town with 3168 inhab., a castle, and two ancient churches. We now reach the valley of the *Vienne*. 40 $\frac{1}{2}$ M. *Chabanais*. 45 $\frac{1}{2}$ M. *Saillat-Chassenon*. Chassenon, 2 $\frac{1}{2}$ M. to the S.W., is the *Cassinomagus* of the Romans. A branch-line runs hence to (28 M.) *Bussière-Galant* (Périgueux, see p. 42), viâ (41 $\frac{1}{2}$ M.) *Rochechouart* (*Hôt. Mary Vaissade*, below the town), a little town (4500 inhab.) with a remarkable castle situated on a lofty rock and rebuilt in the 15th cent., and (23 $\frac{1}{2}$ M.) *Châlus*, with two keeps of the strong castle in attacking which Richard Cœur-de-Lion was mortally wounded in 1199, at the rock Maumont.

50 $\frac{1}{2}$ M. *St. Junien* (*Commerce*), an industrial town of 9376 inhab., containing a remarkable abbey-church of the 12th cent. with the richly sculptured tomb of St. Junien, of the same period, and a beautiful high-altar. Near the station is a bridge of the 13th cent., with a chapel of the Virgin to which Louis XI. was a pilgrim. — Beyond (66 $\frac{1}{2}$ M.) *Aixe-sur-Vienne* (*Hôt. du Pêcheur*), an industrial place with 3638 inhab., we pass through a tunnel $\frac{1}{4}$ M. long. — 73 M. *Limoges* (Gare de Montjovis, p. 39).

IV. From Angoulême to Bordeaux.

82 $\frac{1}{2}$ M. to the Gare de la Bastide, 87 M. to that of St.-Jean (see p. 46). RAILWAY in 2-5 and 2 $\frac{1}{4}$ -5 $\frac{1}{2}$ hrs. (fares 15 fr., 10 fr. 5, 6 fr. 55 c., or 15 fr. 80, 10 fr. 70, 6 fr. 90 c.). Best views to the right.

The line passes under the town through a tunnel $\frac{1}{2}$ M. long. — 136 M. (from Tours) *La Couronne*, with a large paper-mill and the remarkable ruins of a Gothic abbey-church of the 12th century. — 139 $\frac{1}{2}$ M. *Mouthiers*; 144 $\frac{3}{4}$ M. *Charmant*. We now pass

from the Charente to the Dordogne basin by a tunnel nearly 1 M. long, and enter the valley of the *Tude*. The country assumes more and more a southern appearance. — 152 M. *Montmoreau*. — 162½ M. *Chalais* (Hôt. de France), a small decayed town, with the ruins of a castle of the 14th, 16th, and 18th cent. Hence we pass to the valley of the *Dronne*. Two small stations.

182 M. *Coutras* (*Buffet*; *Lion d'Or*), a small commercial town, with scanty remains of its ancient castle. In 1587 Henri IV. here defeated the Leaguers. Line to Périgueux, see p. 45.

FROM COUTRAS TO CAVIGNAC, 16 M., railway joining the line from Bordeaux to Nantes (R. 4). The *Isle* is crossed. ¼ M. *Guitres*, a small town on a hill to the right, with a fine Romanesque church. 13 M. *Marcenais*, junction of a line to Libourne. 16 M. *Cavignac* (p. 32).

We next cross the *Isle*. — 197 M. *St. Denis-de-Piles*.

192 M. *Libourne* (*Buffet*; *Hôt. de France*, *Rue Chanzy*; *des Princes*, *Rue de Guitres*), a commercial and industrial town with 17,867 inhab., at the confluence of the *Dordogne* and the *Isle*. It is of ancient origin (Condate), but has been to a great extent rebuilt since the 17th century. The *Rue Chanzy* leads from the station to the *Place Decazes*, with a *Statue of the Duc de Decazes* (1780-1860). Thence the *Rue Gambetta* descends to the 16th cent. *Hôtel de Ville*, beyond which, straight on, are the *Prison* and the church of *St. Jean Baptiste* (15th cent.), with a fine modern steeple 233 ft. high. The bridge over the *Dordogne* affords a beautiful view. The *Tour de l'Horloge*, on the *Quai de l'Isle*, is a relic of the 14th cent. fortification.

About 1½ M. to the W. is *Fronsac*, on a hill (236 ft.) which affords a fine view. The town was fortified since the time of Charlemagne, but the castle is now destroyed.

FROM LIBOURNE TO MARCENAI (see above) a branch-line of 12 M., joining the line from Bordeaux to Nantes.

FROM LIBOURNE TO LE BUISSON (*Cahors*), 61 M., railway in 3-4 hrs. (fares 13 fr. 45, 10 fr. 25, 7 fr. 75 c.). This line ascends the *Dordogne* valley.

5 M. *St. Emilion* (*Hôt. Garé-Dussaut*), a curious little town famous for its wines. It occupies a picturesque site on a hill, and still retains a great part of its mediæval ramparts, with large ditches dug out of the rock. In the hill itself are immense quarries still worked for building stone. Here, too, is a *Monolithic Church*, scooped out in the rock in the Middle Ages, and measuring 104 ft. in length, 46 ft. in breadth, and 52½ ft. in height. It is at the side of the hermitage of *St. Emilion*, or rather *St. Emilien*, who lived here in the 8th cent., and on a terrace above stands a fine tower of the 12th and 15th centuries. The neighbouring collegiate church and cloister (12th and 13th cent.) are also remarkable. Of the *Castle*, to the W. of the town, there remains little more than a square keep.

11 M. *Castillon* (*Boule d'Or*), memorable for the defeat which definitely cost the English *Guienne*, in 1453. *John Talbot*, Earl of *Shrewsbury*, was among the slain.

Beyond (22½ M.) *St. Antoine-Port-Ste. Foy*, the *Dordogne* is crossed.

24 M. *Ste. Foy-la-Grande* (*Messageries*), a town of 3242 inhabitants. 32 M. *Lamonzie-St. Martin*. Then the *Dordogne* is recrossed.

38 M. *Bergerac* (*Grand Hôtel*; *Hôt. des Voyageurs*), a town of 14,735 inhab. on the *Dordogne*, was one of the Calvinist strongholds of the 16th century. *Notre-Dame* is a fine modern church in the style of the 13th century. A large business is done here in wines and truffles. Line to *Marmande*, see p. 72; to *Angoulême* viâ *Mussidan* and *Ribérac*, see p. 13.

42 $\frac{1}{2}$ M. *Creyse-Mouleydier*, with paper-mills and the ruins of a castle. After a tunnel we see a canal rendered necessary by the rapids of the Dordogne. From (49 M.) *Couze* a diligence plies to (7 M.) *Beaumont*, with ramparts and a fortified church dating from the English occupation. — 51 M. *Lalinde*, an ancient little town (Diolindum); 53 $\frac{1}{2}$ M. *Mauzac*. Then a tunnel, two bridges over the Dordogne, and a second tunnel. 56 M. *Trémolat*; 58 M. *Allès*. We cross the Dordogne for the last time. 61 M. *Le Buisson* (p. 102). Thence to *Monsempron-Libos* and (125 M.) *Cahors*, see pp. 102, 103.

Quitting *Libourne*, we cross the Dordogne, already a very large stream. 195 M. *Arveyres*; 197 $\frac{1}{2}$ M. *Vayres*, dominated by a castle partly of the 13-14th centuries. 201 M. *St. Sulpice-d'Izon*; 203 M. *St. Loubès*. At a distance, on the right, are the bridges of *Cubzac* (p. 33). 205 $\frac{1}{2}$ M. *La Grave-d'Ambarès*. A little farther on, to the right, the line from *Nantes* is approached (R. 4), and the *Garonne* now appears on that side. We pass through a series of cuttings, over three viaducts, and through three short tunnels. — 210 $\frac{1}{2}$ M. *Lormont* (3236 inhab.), on the *Garonne*, with shipbuilding yards. Two more tunnels and then, on the right, a splendid view of *Bordeaux* and its harbour.

213 $\frac{1}{2}$ M. *Bordeaux* (*Gare de la Bastide*; see p. 46). Trains in connection with the line to the South, at the *St. Jean* station (p. 46), back out a little way and make a détour to cross the *Garonne* by the bridge mentioned on p. 48.

2. From Tours to Les Sables-d'Olonne.

156 M. RAILWAY in 7 $\frac{1}{2}$ -8 $\frac{1}{4}$ hrs. (fares 25 fr. 70, 19 fr. 10, 12 fr. 45 c.). The trains start from the *Gare de l'Etat*, beside the principal station.

Tours, see p. 4 and *Baedeker's Northern France*. — The line, after passing above that to *Nantes*, crosses the *Cher* and traverses marshy tracts. — At (3 $\frac{3}{4}$ M.) *Joué-lès-Tours*, the line to *Loches-Château-roux* (p. 37) branches off on the left. 6 $\frac{1}{4}$ M. *Ballan*. Pope Martin IV. (Simon de Brion, d. 1285) was born in the neighbouring *Château de la Carte*, the chapel of which has some fine stained glass of the 16th century. 10 $\frac{1}{2}$ M. *Druye*; 13 $\frac{1}{2}$ M. *Vallères*.

16 M. *Azay-le-Rideau* (*Hôt. du Grand Monarque*), with 2175 inhab., has an interesting Renaissance **Château* (visitors admitted). A branch-line runs hence to (12 M.) *Crouzilles-St. Gilles* (p. 17), for the *Camp du Ruchard* (5 $\frac{1}{2}$ M.), established in the 'landes' of that name.

The line crosses the *Indre*, and beyond (20 $\frac{1}{2}$ M.) *Rivarennes* traverses the forest of *Chinon*. 24 M. *St. Benoist*; 27 M. *Huismes*. Before *Chinon*, which is seen on the right, a tunnel of 1000 yds. is passed through.

31 M. *Chinon* (*Hôt. de France*, *Place de l'Hôtel-de-Ville*; *Boule d'Or*, on the quay; *de l'Union*, *Place Jeanne-d'Arc*; private carr. dear), is a commercial town (pop. 6120), prettily situated on the eminences of the right bank of the *Vienne*, and celebrated for its history and its castle. It consists almost entirely of narrow and tortuous streets in which are still seen houses of the 15th and 16th centuries.

Chinon already existed in the Roman period, under the name of *Caino*. Subsequently it was occupied by the Visigoths, belonged to the kingdoms of Paris and Austrasia, then to the Counts of Touraine and to Henry II. of England, who was fond of the town and died here in 1189. Reunited to France early in the 13th cent., it nevertheless changed hands frequently up to the beginning of the 15th century. It was here that Joan of Arc sought audience of Charles VII. in 1428 to induce him to march to the relief of Orleans.

The Rue Solférino leads from the station to a square in which is an equestrian *Statue of Joan of Arc*, by Roulleau. — Farther along the quay is a *Statue of Rabelais*, born at or near Chinon about 1495, in modern bronze by Em. Hébert. Opposite is the Place de l'Hôtel-de-Ville, whence the Rue St. Etienne leads to the right to the Rue du Puy-des-Bancs, the principal approach to the castle.

The CASTLE of Chinon really consisted of three distinct castles. The *Château de St. Georges* (the least ancient), of which only the base of the curtain-wall remains, lies to the right of the entrance to the two others, whose ruins are surrounded by a fine promenade, public from noon till dusk in summer on Sundays and holidays. The *Château du Milieu* was built on the site of the Roman castrum in the 11th cent. and was often repaired. Its chief parts are the Pavillon de l'Horloge, at the entrance (ring), the Grand Logis, and the donjon or keep. The *Château du Coudray* has still a fine tower with a chapel of the 13th cent., and two round towers.

Near the foot of the approach to the castle is the church of *St. Etienne*, of the 15th cent., with a beautiful doorway, some fine stained glass and a handsome modern gallery. It also still possesses a cope, said to have belonged to St. Mesme, which dates from the 10th or 11th century. Farther on, in a continuation of the Rue St. Etienne, is the ruined church of *St. MESME*, of which two Romanesque and Gothic towers are the chief remains. Adjoining is a tasteful modern Gothic *Chapel*.

On the opposite side, at the end of the Rue St. Maurice, which also starts from the Place de l'Hôtel-de-Ville, and in which there are some interesting old houses, is the church of *St. Maurice*, of the 12th, 15th, and 16th cent., with a steeple partly Romanesque, and fine vaulted arches. Among the paintings are a large fresco by Girardin and a Madonna attributed to Sassoferrato, on the first pillar to the right.

BRANCH LINE to (9 $\frac{1}{2}$ M.) *Port-Boulet*, on the line from Tours to Nantes; see *Baedeker's Northern France*.

FROM CHINON TO PORT-DE-PILES, 23 $\frac{1}{2}$ M., railway in 1 $\frac{1}{3}$ -2 hrs. (fares 3 fr. 95, 2 fr. 95, 1 fr. 90 c.). This branch diverges to the left from the line to Sables beyond the bridge and ascends the valley of the Vienne. — From (3 M.) *Ligré-Rivière*, a branch-line runs to (10 M.) *Richeheu* (pop. 2364), the birthplace of the famous Cardinal (1585-1642), who made a handsome town of it and built in it a splendid castle of which early nothing remains. At *Champigny-sur-veude*, the preceding station (3 M.), there also stood a magnificent castle, of which the chapel is still extant, built in the early Renaissance style, and adorned with beautiful stained glass by R. Pinaigrier. — 10 $\frac{1}{2}$ M. *Ile-Bouchard*, a small town containing the ruins of an 11th cent. priory, and near which is a large

dolmen. — At (12 $\frac{1}{2}$ M.) *Crouzilles-St. Gilles*, we join the branch-line from Azay-le-Rideau (p. 15). — 23 $\frac{1}{2}$ M. *Port-de-Piles* (p. 5).

The railway crosses the Vienne at Chinon and affords a striking view of the town. — 34 M. *La Roche-Clermault*. Beyond (38 M.) *Beuxes* the keep of Loudun is seen on the left.

45 $\frac{1}{2}$ M. *Loudun* (*Buffet; Hôt. des Iles*, near *St. Pierre-du-Marché*), the *Juliodunum* of the Romans, is built on an eminence (pop. 4652). It played an important part in the Religious Wars and gave its name to an edict favourable to the Protestants in 1616; but it is still better known for the trial of the curé Urbain Grandier, who was burnt alive in 1634, on a charge of sorcery.

Loudun has still many old streets, narrow and dark. Turning to the left at the end of the *Rue de la Gare*, then to the right into the *Rue Sèche*, we reach *St. Pierre-du-Marché*, a Gothic church with a Renaissance portal, and a lofty stone spire. The street on this side of the *Place* leads to *Ste. Croix*, a fine Romanesque church with nave and aisles and a transept, with ambulatory and little apses. This church now serves as a market-house. — Turning to the right on the other side of *St. Pierre-du-Marché*, we reach the *Palais de Justice*, in front of which a bronze statue, by Alf. Charron, was erected in 1894 to *Theophraste Renaudot* (1586-1653), physician of Louis XIII. and founder of French journalism (1631). Behind the *Palais* is the lofty square *Keep* of the old 12th cent. castle which is in a close. — The street to the left, beyond the close, leads to *St. Pierre-du-Martray*, a church with some good details in the Flamboyant style. — Still farther is the *Porte du Martray*, the chief remaining portion of the old fortifications of the town.

From Loudun to Angers (Saumur) see *Baedeker's Northern France*.

FROM LOUDUN (ANGERS) TO CHATELLERAULT (p. 5), 31 $\frac{1}{2}$ M., railway in 1 $\frac{1}{2}$ -1 $\frac{3}{4}$ hr. (fares 5 fr. 20, 3 fr. 85, 2 fr. 50 c.). The principal intermediate station is (20 $\frac{1}{2}$ M.) *Lençloître*, a town which has sprung up around an abbey of which the Romanesque church is still extant.

FROM LOUDUN TO POITIERS, 43 $\frac{1}{2}$ M., railway in 2-6 $\frac{1}{2}$ hrs. (fares 7 fr. 25, 5 fr. 35, 3 fr. 50 c.). — 5 M. *Arçay* (see below). 12 $\frac{1}{2}$ M. *Moncontour*, a village famous for the victory of the Duke of Anjou (Henri III.) over the Protestants commanded by Coligny in 1569. It has a ruined castle and a keep of the 13th century. Branch to (10 M.) *Airvault* (p. 18), viâ *St. Jouin-de-Marnes*, with its celebrated abbey. — 23 $\frac{1}{2}$ M. *Mirebeau*, with the remains of fortifications; 33 M. *Neuville-de-Poitou*, the junction of the Parthenay line (p. 18).

The railway skirts Loudun on the side of the *Porte du Martray*. — 50 M. *Arçay*, where the Poitiers line branches off (see above). 53 $\frac{1}{2}$ M. *Pas-de-Jeu*, at the head of the *Canal de la Dive*.

About 21 $\frac{1}{2}$ M. to the S.W. is *Oiron*, with a *Castle* of the 16th cent., which was inhabited by M^{me}. de Montespan. It was ravaged at the Revolution, but some remarkable features remain. The rooms are still richly decorated, particularly with frescoes from the *Æneid*. Here too may be seen enamelled plaques which probably came from the same manufactory as the splendid faïences of Henri II. at the Louvre. The old *Chapel*, which is now used as a parish church, contains four fine mausoleums executed in marble by Italian artists, but sadly mutilated by the Huguenots in 1568. There are four dolmens in the park of Oiron.

61 M. **Thouars** (*Buffet; Hôt. du Cheval-Blanc, Grande-Rue; de la Gare*), with 5169 inhab., on the *Thouet*, was the capital of the powerful viscounts of Thouars, almost always partizans of the English, until it was taken by Bertrand du Guesclin in 1372. Afterwards it was long held by the Ducs de la Trémouille.

The *Castle* is a spacious structure of the 16th cent., built on steep cliffs above the river, 1 M. from the station. It is now a prison and cannot be visited without a special order; but visitors may obtain admission (after 10 a. m.) to the chapel, called *Ste. Chapelle*, a fine example of the Gothic style, finished in 1514. It has a crypt cut out in the rock, with the vault of the Trémouille family. Fine view of the valley of the *Thouet* from the terrace in front of the castle.

The *Church of St. Médard*, on the right of the main street as we return, has a fine Romanesque *Portal. *St. Laon*, on the left of the same street, dates from the 12th and 15th cent.; interesting interior.

From Thouars to *Saumur* (Paris) viâ *Montreuil-Bellay* (Angers), see *Baedeker's Northern France*.

FROM THOUARS TO NIORT, 55 M., railway in 2 $\frac{1}{2}$ -4 $\frac{1}{4}$ hrs. (fares 10 fr. 90 S fr. 25, 6 fr. 5 c.). This section of the line from Paris to Bordeaux viâ *Saumur* quits the *Sables* line beyond the viaduct (see below) and ascends the valley of the *Thouet*. — 15 M. **Airvault** (*Hôt. des Voyageurs*), a little town in which the church of *St. Pierre*, an old abbey-church, is a very noteworthy example of the Romanesque style of the 10th cent.; it was repaired in the 12th. Here, too, are the remains of a strong castle. — The *Thouet* is crossed, $\frac{1}{2}$ M. higher up, by an 11th cent. bridge with eleven arches, called *Pont de Vernay*. Branch to *Moncontour*, see p. 17. — 17 $\frac{1}{2}$ M. *St. Loup-sur-Thouet*, with a château of the 17th century.

28 M. **Parthenay** (*Buffet; Hôt. Tranchant*), a picturesque place of 7300 inhab., is still surrounded with ramparts of the 12-13th cent., which formed three lines of defence. It played an important part in the wars against England in the Middle Ages, in the Religious Wars, and in those of the Vendée. The *Church of St. Laurent*, in the Romanesque and Gothic styles, has a modern spire and a 12th cent. tower. *Ste. Croix* is Romanesque. The ruined *Château*, the *Porte St. Jacques*, and the ruins of *Notre-Dame-de-la-Couldre*, in the Romanesque style, are also noteworthy. — Line to *Poitiers*, see above.

50 M. *Echiré-St. Gelais*, where the *Sèvre-Niortaise* is crossed. About 13 $\frac{1}{4}$ M. to the right are the impressive ruins of the *Château du Couldray-Salbart*, built in the 9th century. — 55 M. *Niort* (p. 21).

The *Sables-d'Olonne* line now makes a great curve and crosses a viaduct 125 ft. high and 850 ft. long, which affords a fine view, on the left, of *Thouars*. The railway ascends nearly to *Cerizay* and the pasturage of the district grows like that of the *Bocage* (see p. 19).

68 M. *Coulonges-Thouarsais*; then *Luché*, with an agricultural colony. Beyond (74 M.) *Noirterre*, we rejoin and follow the line from *Nantes* (Angers) to *Poitiers*, noting on the left the fine steeple of *Bressuire*.

79 M. **Bressuire** (**Buffet; Hôtel du Dauphin*), with 4723 inhab., occupies a hill on the left. Like *Thouars*, it played a part in the wars with England, and it was taken by Bertrand du Guesclin in 1371. It has a very curious *Castle* of the 12th and 15th cent., half in ruins, half restored, and visible to the right of the via-

duct before entering the station. It has two lines of defence with 48 towers. — The church of *Notre-Dame* belongs chiefly to the 12th and 15th cent., and has a steeple finished in the style of the Renaissance.

Lines to *Clisson* (Nantes) and to *Poitiers*, see p. 27.

FROM BRESSUIRE TO NIORT, 48 M., railway in 2-21/4 hrs. (fares 7 fr. 95, 5 fr. 90, 3 fr. 85 c.). — This line traverses part of the *Bocage* (see below), with coal-mines. — 91/2 M. *Moncoutant*, where flax is cultivated and a woollen stuff made which is called *breluche*. 18 M. *Breuil-Barret*, junction for *La Rochelle* (see below). — 31 M. *Coulonges-sur-Autise*, with a castle of the 16th century. — 39 M. *Benet*. Line to *Velluire*, see below. — 41 1/2 M. *Coulon*, beyond which we cross the *Sèvre-Niortaise*. — 48 M. *Niort* (p. 21).

FROM BRESSUIRE TO LA ROCHELLE, 66 1/2 M., railway in 2 1/3-4 3/4 hrs. (fares 11 fr. 60, 8 fr. 55, 5 fr. 55 c.). To (18 M.) *Breuil-Barret*, see above. — Beyond (21 1/2 M.) *Châtaigneraie* we follow the valley of the *Mère*. 24 M. *Antigny*. 28 M. *Vouvant*, with a fine church (11-12th cent.) and a ruined château (tower of the 13th cent.); 31 M. *Bourneau-Mervent*. — 36 M. *Fontenay-le-Comte* (*Hôtel de France*), a venerable town with 9864 inhab., situated on a hill on the right bank of the *Vendée*, which here becomes navigable. It suffered greatly during the Religious and Vendean wars, and almost all traces of its strongly fortified castle have disappeared. The churches of *Notre-Dame* and *St. Jean* have each a fine Gothic spire. The town also possesses a handsome Renaissance *Fountain* and some interesting old houses. Branch-line to *Benet* (11 M.; Niort), see above. — 39 1/2 M. *Fontaines-Vendée*. — At (43 1/2 M.) *Velluire* we join the line from *Nantes* to *La Rochelle* (p. 28).

82 M. *Clazay*; 89 M. *Cerizay*, with a modern château on the right. We cross the *Sèvre-Nantaise*. — 92 1/2 M. *St. Mesmin-le-Vieux*. We are now in the *Vendée* and in the *Bocage* district famous in the annals of the Revolution. The land here is divided into square plots, each 5 to 7 acres in area, fenced in by hedges 6 to 10 ft. in height, ornamented with trees.

97 1/2 M. *Pouzauges*. The large village, beautifully situated on the slope of a hill, 2 1/2 M. to the N., boasts of the ruins of a large and picturesque keep of the 13-14th cent., which once belonged to the famous Gilles de Laval, called 'Bluebeard' (p. 27). In the neighbourhood are several interesting castles, picturesque ruins, and fine points of view.

104 M. *Chavagnes-les-Redoux*. The line crosses the *Grand-Lay* on both sides of the station. — 112 M. *Chantonay* (pop. 4300). The line, which intersects a very hilly tract, makes a wide curve to the left, followed by two cuttings and a viaduct affording a fine view. — Beyond (120 M.) *Bournezau* is a forest. 125 M. *La Chaise-le-Vicomte*, with 2740 inhabitants. Crossing the *Yon* we then rejoin the line from *Nantes* to *La Rochelle* and *Bordeaux* (R. 4).

133 M. *La Roche-sur-Yon*, formerly *Napoléon* and *Bourbon-Vendée* (*Buffet*; *Hôt. de l'Europe*, in the *Place*; *Hôt. des Voyageurs*, at the station), with 12,215 inhab., the chief town of the department of the *Vendée*, on a hill washed by the *Yon*. There was formerly a strong castle here which was a place of importance both in the English and Religious wars. The town having become the chief place of a prefecture, Napoleon I. erected numerous build-

ings which are anything but remarkable. It is now a modern town, regularly built and almost without interest. The large Place Napoléon, in the centre, which is reached from the station viâ the boulevard on the right, and the Rue des Sables, to the left, is adorned with an equestrian bronze *Statue of Napoleon I.*, by De Niewerkerke. Here also is the *Hôtel de Ville*, with a garden behind it containing a small museum of paintings and antiquities and a small monument to *Paul Baudry* (1828-1886), the painter, a native of the town. On the other side of the Place is the *Church*, the interior of which is in good taste and shows some fine modern stained glass. A little farther to the right, in a small square, is the *Statue of General Travot* (1767-1836) 'pacificator of the Vendée' during the Hundred Days, an indifferent bronze by Maindron.

From La Roche-sur-Yon to Nantes and La Rochelle see R. 4.

Beyond (138 $\frac{1}{2}$ M.) *Les Clouzeaux* and the small station of *Ste. Flavie*, to the right, in the distance, is the Château de la Bassetière. 145 M. *La Mothe-Achard*; 151 $\frac{1}{2}$ M. *Olonne*. To the right lie salt marshes, with large heaps of salt, and a succession of sand-dunes.

156 M. **Les Sables-d'Olonne.** — **Hotels.** GRAND-HÔTEL DE LA PLAGE et SPLENDID-HÔTEL, HÔT. DU REMBLAI, GRAND-HÔTEL DU CASINO, all on the beach; R. 2 $\frac{1}{2}$ -5 $\frac{1}{2}$, B. 1, déj. 3, D. 3 $\frac{1}{2}$, omm. 1 $\frac{1}{2}$ -3 $\frac{1}{4}$ fr.; HÔTEL DE FRANCE, DU CHEVAL-BLANC, JOUET, in the town.

Cafés. *Café de la Plage*; *Grand Café*, Place du Minage, near the Remblai. — **Sea-Baths.** Machine and towel 30 c.; bathing-dress 30 c. — **Casino**, adm. 1 fr.; per month 30 fr. — **Donkeys**, 50 c. per hour.

British Vice-consul: *Mr. Théophile Lelièvre.*

Les Sables-d'Olonne is a much-frequented sea-bathing place, with a small harbour and 11,550 inhabitants. Its magnificent sandy beach, sloping gently towards the S. and stretching in a semicircle for a distance of about 1 M., is flanked by a wide esplanade called the *Remblai* and *Quai Franqueville*, with a carriage-road and numerous handsome villas. Near the end is an *Aquarium* (1 $\frac{1}{2}$ fr.). The town, however, is badly built, and the church is its only object of interest.

To reach the beach from the station we turn to the right, into the Rue de l'Hôtel-de-Ville, and then follow the Rue Travot, the first street to the left. Carriages turn to the left farther on, at the *Church*, a Late-Gothic building, with fine vaulting. To the W. of the Remblai to the right as we reach the shore, is the *Casino*, and farther on is the narrow *Channel* leading to the harbour. Beyond the latter rises the *Arundel Tower*, a modern erection with battlements and machicolations, which serves as a lighthouse. Adjacent are the ruins of a château of the same name. Here, too, lies the unimportant suburb of *La Chaume*, near which the shore forms a promontory bearing a small fort.

The *Harbour*, to the N., between the town and this suburb, comprises a dry dock, a floating dock, and a graving dock. Near it there are *Oyster Parks*, and farther off, some *Salt Marshes* which may be reached viâ La Chaume (ferry 5 c.).

On this side the shore is bordered by dunes; to the S.E. are curious rocks, some ruins, and a wood of evergreen oaks.

On Sundays and festivals the varied head-dresses of the country-women at Les Sables will attract the visitor's attention.

3. From Poitiers to La Rochelle (and Rochefort).

90 M. RAILWAY in $3\frac{1}{2}$ - $5\frac{1}{3}$ hrs. (fares 14 fr. 90, 11 fr. 5, 7 fr. 15 c.). — The line to Rochefort (88 M.) diverges at Aigrefeuille, 11 M. before La Rochelle (p. 23).

Poitiers, see p. 5. The Angoulême line is followed as far as (3 M.) *St. Benoît* (p. 9). Beyond (12 M.) *Coulombiers* we cross the pretty valley of the *Vonne* by two lofty viaducts.

16 M. *Lusignan* (*Hôtel de la Mélusine*), a picturesquely situated little town, partly on the bank of the *Vonne* and partly on a hill crowned with the inconsiderable remains of the *Château* of the illustrious family which gave kings to Jerusalem and Cyprus. This stronghold is fabled to have been built by the fairy *Melusine*, whose name is probably derived from the earliest châtelaine, the 'Mother of the Lusignans' ('*mère des Lusignans*'; *Merlusina*, *Mélusine*). The *château* was destroyed in the Religious Wars. The interesting *Church* dates from the 11-12th centuries.

From *Lusignan* a diligence (75 c.) plies in $1\frac{3}{4}$ hr. to *Sanxay* (*Hôt. du Bienvenu*), a country-town $9\frac{1}{2}$ M. to the N.W., in the valley of the *Vonne*, where considerable Celtic-Roman remains of the 1st cent. of the present era were discovered in 1881-83, including a temple, baths, a circus, and several large hostelries. There seems to have been a town of some size on this spot, though its name has not come down to us.

$20\frac{1}{2}$ M. *Rouillé*; 25 M. *Pamproux*. In the neighbourhood is the *Roche Ruffin*, a grotto with an underground lake. — 29 M. *La Mothe-St. Héraye*, a small town, most of the inhabitants of which, as of many other places in this district, are Protestants. We then enter the valley of the *Sèvre-Niortaise*.

34 M. *St. Maixent* (*Ecu de France*), a town of 5036 inhab., on the *Sèvre-Niortaise*, has an interesting church of the 12-15th cent., in great part destroyed by the Calvinists in 1562 and 1568, but rebuilt in 1670-82 on the original plan. The fine tower over the W. front, with its truncated spire, dates from the 15th century. The oldest part is the crypt, which contains the tomb of *St. Maxentius* (d. 515), the second abbot of the monastery round which the town grew up. This monastery, rebuilt in the 17th cent., now serves as a barrack. At *St. Maixent* is a *Statue of Denfert-Rochereau* (1823-1878), defender of Belfort in 1870-71.

The line now ascends and then descends rapidly to (38 M.) *Ste. Néomaye*, (40 M.) *La Crèche*, and (44 M.) *Arthenay*.

49 M. *Niort*. — *Hotels*. *HÔTEL DU RAISIN DE BOURGOGNE, Rue Victor-Hugo 38; DES ÉTRANGERS, Rue des Cordeliers 8; DE FRANCE, Place du Temple 11; DE LA GARE, unpretending, good cuisine. — *Buffet*, at the

station, well spoken of, déj. 3, D. 3½ fr. — *Cafés*, in the Place de la Brèche.

Cabs, 1 fr. per drive, 2 fr. per hr. (at night 1½ and 3 fr.).

Niort, with 23,225 inhab. on the Sèvre-Niortaise, is the chief town of the department of the *Deux-Sèvres*. Handed over to England with the domains of Eleanor of Aquitaine (p. 6), it was several times taken and retaken in the Hundred Years War, on the last occasion (1372) by Bertrand du Guesclin. Its Calvinist sympathies also led to considerable suffering in the Religious Wars. The chief industry of Niort is in hides and skins, and gloves are largely manufactured here.

We enter the town, to the right, by the Rue de la Gare and the Rue St. Hilaire. Near the end of the latter street is the large modern church of *St. Hilaire*, in a debased style. Adjacent is the spacious *Place de la Brèche*, adorned with flower-beds and statues in bronze and marble. Turning to the right (W.) and following the Rue Ricard, we next reach the Rue Victor-Hugo, the chief street of the town. The Rue du Pilori, on the right, leads to the so-called *Palais d'Eléonore*, the old Hôtel de Ville. The present building, flanked by two round machicolated towers, dates from 1520-30. It contains the *Musée Départemental*, a collection of antiquities and casts (open on Sun. and Thurs. 12-4 or 5, to strangers on other days also; concierge at No 11, opposite the entrance). Farther on, to the left, is the church of *St. Andrew*, lately rebuilt in the style of the 15th cent., and still farther on is the beautiful *Jardin Public*, laid out on a slope by the river-side and affording pleasant views.

We now return by the Quays to the *Halles*, a tasteful iron structure at the end of the Rue Victor-Hugo. On the other side is the *Keep (Donjon)* of a castle built by Henry Plantagenet, which consisted mainly of two large towers with turrets. Beyond the keep are the *Préfecture* (rebuilt in 1893), the *Palais de Justice*, and *Notre-Dame*, the chief church of Niort, rebuilt in 1491-1534. The N. portal is embellished with a curious balustrade, and the tower has a stone spire surrounded with turrets bearing statues of the Evangelists. In the interior are a Gothic pulpit, 'Stations of the Cross' in carved oak, an elegant Renaissance gallery, etc.

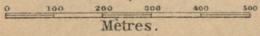
The Grande Rue Notre-Dame leads to the right from this church to the Rue St. Jean, which leads back to the Rue Victor-Hugo. At the corner of the Rue St. Jean and Rue du Musée rises the handsome new *Ecole de Dessin*, behind which is the *Library* (open daily 1-5, except on holidays; closed in Aug. and Sept.).

In the Rue du Musée is the *Musée de Peinture*, occupying an old convent and open to the public on Sun. and Thurs. from noon till 4 or 5, to strangers on other days also. The first floor is devoted to sculptures, drawings, casts, and Natural History collections, while on the second floor is a picture-gallery, containing about 200 paintings including some good works of the Italian School, for the most part



LA ROCHELLE

1:16,000



Bains Richelieu, Louise, du Mall

by unknown masters, and several works of the early French School. On the landing-place of the first floor are 76 painted wood-carvings of the 16th cent. in the Flemish style, representing Biblical subjects.

From Niort to Bressuire and to Angers, see p. 16 and Baedeker's *North-eastern France*.

FROM NIORT TO SAINTES, 48 M., railway in $1\frac{1}{2}$ - $2\frac{1}{2}$ hrs. (fares 7 fr. 95, 5 fr. 90, 3 fr. 85 c.). — Beyond ($3\frac{3}{4}$ M.) *Aiffres* the line to Ruffec (see below) diverges to the left. — 18 M. *Villeneuve-la-Comtesse*, with the interesting remains of an old château. — 30 M. *St. Jean-d'Angély* (*Hôtel de France; des Voyageurs*), a town with 7300 inhab., on the right bank of the *Boutonne*, which here forms a small harbour. The town owes its origin to a Benedictine abbey, destroyed in 1568 by the Calvinists, who had made the place one of their chief strongholds. It was taken the following year by the Duke of Anjou (Henri III.) and in 1621 by Louis XIII., who levelled its fortifications. Among the objects of interest are some remains of the abbey and its church, rebuilt in the 18th cent.; a tower of the 15th cent.; an old market-house; and the bronze statue, by Bogino, of *Regnaud de St. Jean-d'Angély* (d. 1819), a distinguished politician and father of the marshal of that name. — At ($41\frac{1}{2}$ M.) *Taillebourg* we join the Rochefort line (p. 30).

FROM NIORT TO RUFFEC, $51\frac{1}{2}$ M., railway in $2\frac{1}{2}$ - $4\frac{1}{3}$ hrs. (fares 8 fr. 45, 6 fr. 25, 4 fr. 10 c.). — $3\frac{3}{4}$ M. *Aiffres*. On the right diverges the line to Saintes (see above). — $20\frac{1}{2}$ M. *Melle* (*Hôtel Ste. Catherine*), an ancient town (*Metallum*) with 2848 inhab., built partly on the bank of the *Béronne* and partly on a steep hill, which contained a silver and lead mine worked by the Romans. The chief building is the *Church of St. Hilaire*, in the lower part of the town, dating from the 12th cent. and containing some interesting sculptures. *St. Pierre*, in the upper part of the town, is of the same period. — $23\frac{1}{2}$ M. *Mazières-St. Romans*. Near Mazières is a modern château, with the fine *Tour de Melzéard* of the 15th century. We now ascend the valley of the *Boutonne*, a tributary of the Charente, which rises near ($34\frac{1}{2}$ M.) *Chef-Boutonne*. — $51\frac{1}{2}$ M. *Ruffec*, see p. 10.

$54\frac{1}{2}$ M. *Frontenay-Rohan*; 57 M. *Epannes*. The train traverses a marshy district. 62 M. *Mauzé*; 67 M. *St. Georges-du-Bois*.

$69\frac{1}{2}$ M. *Surgères* (*Hôt. du Commerce*), a small town with a Romanesque church of the 12th cent. and a ruined Château (14th and 16th cent.). — 73 M. *Chambon*; 79 M. *Aigrefeuille*.

From Aigrefeuille a branch-line runs to ($9\frac{1}{2}$ M.) *Rochefort* (p. 28), passing *Cré*, with a 16th cent. château.

83 M. *La Jarrie*. The line describes a wide curve to reach La Rochelle, which is seen in the distance to the right, and joins the Nantes and Bordeaux line (R. 4).

90 M. *La Rochelle*. — *Hotels*. HÔTEL DE FRANCE (Pl. a; B, 3), Rue Gargouilleau 26; HÔT. DES ÉTRANGERS (Pl. b; C, 3), Rue Thiers 12; HÔT. DU COMMERCE (Pl. c; B, 3), Place d'Armes; RICHELIEU, DU MAIL, at the sea-bathing place (see below). — *Buffet* at the station. — *Cafés* in the Place d'Armes. — *Post and Telegraph Office* (Pl. B, 4), Rue du Palais 12. — *Sea-Baths* at the Mail (p. 21): *Bains de la Concurrency*, unpretending; *Bains Louise*, similar, for ladies; *Bains du Mail*, *Bains Richelieu*, with hotels, casinos, cafés, etc. — British Consul: *Mr. R. S. Warburton*. — Steamboat to the *Ile de Ré*, see p. 26.

La Rochelle, a seaport with 26,808 inhab., a fortress of the second class, and the seat of a bishopric, was the ancient capital of the *Pays Aunis*, and is now the chief town of the department of the *Charente Inférieure*. It is situated on a bay in the Straits of Antioche, sheltered by the islands of Ré and Oléron.

Whether this town was the *Portus Santonum* of the Romans is uncertain. It first appears in unquestioned history at the end of the 6th cent. under the name of *Rupella*. Incorporated with England together with Aquitaine, it was permanently restored to France in 1372, after which it enjoyed two centuries of commercial prosperity, brought to an end by the outbreak of the Religious Wars. Protestantism already counted many converts here when Condé and Coligny made the town their headquarters in 1568. It was the chief stronghold of the Huguenots, and the cruisers of La Rochelle were well-known in the Atlantic and the English Channel. In 1572-73 the town successfully withstood a siege of upwards of six months. The re-awakening of religious bitterness in the reign of Louis XIII. hurried it into fresh contests (1622, 1626, 1627-28) in which it was less successful. In the last of these it had taken advantage of the hostilities between France and England, and the latter country despatched more than one expedition to its relief, the chief of which failed through the blundering of its commander, the Duke of Buckingham. Richelieu succeeded in completely investing it, closed the port by a mole, part of which still exists (see below), and, after a siege of 13 months, starved it into surrender. The fall of La Rochelle destroyed the political power of the Huguenots, who never recovered from this blow. Richelieu, however, did not abuse his victory. In 1809 the English made an unsuccessful attempt to destroy the French fleet at La Rochelle. The chief articles of the trade of La Rochelle, which suffered greatly from the loss of Canada by France, are timber, coal, brandy, wine, vinegar, salt, preserved meats, and grain. Fishing is also actively pursued and forms a staple industry. Among famous natives of the town may be mentioned Réaumur (d. 1757), Bonpland, the naturalist (d. 1858), and Admiral Duperré (d. 1846).

From the station the town is entered by the *PORTE DE LA GARE* or *St. Nicolas* (Pl. C, 4), erected in 1857. The fortifications were constructed by Vauban in the reign of Louis XIV., the old works, except those on the seaward side, having been demolished after the siege of 1627-28. They form an unbroken line about $3\frac{1}{2}$ M. in length, strengthened with bastions, redans, and a hornwork (near the station).

The *Harbour* (Pl. B, C, 4, 5), a little to the left of the entrance to the town, is partly within and partly without the walls. Outside are the *Outer Harbour*, and a *Floating Dock*; inside are a *Careening Basin*, a *Dry Dock*, a *Canal*, and the *Reservoir of Maubec*, the waters of which serve to scour the harbour. — *Port de la Pallice*, see below.

The *COURS DES DAMES* or *Richard* (Pl. B, 4), on the other side of the dry-dock, is embellished with a bronze *Statue of Admiral Duperré*, by P. Herbert. Opposite is the *Porte de la Grosse-Horloge*, the only old gate remaining, a large square tower with round turrets of the 14-15th cent., altered in the 17th and 18th centuries.

At the entrance to the dry-dock are two old towers (Pl. B, 5): the *Tour St. Nicolas* (1384) to the left, and the *Tour de la Chaîne* (1476) to the right (facing the sea). The first is square with four round turrets, and the interesting interior has been recently restored for the reception of an antiquarian museum. The second tower is round and was at one time 110 ft. in height. The harbour was formerly closed with a chain, and the *Tour St. Nicolas* seems to have been united with a 'small chain-tower' (now vanished) by a Gothic arch under which the ships passed. A little farther on, in a straight line, is the

Lantern Tower (Pl. B, 5; 1445-1476), deriving its name from having served as a lighthouse. It is round, flanked by two turrets, and surmounted by a stone spire. In the distance, by the Outer Harbour, rises the black and white *Richelieu Tower*, with a bell rung by the waves, which warns vessels of the mole above mentioned. The mole itself is seen at low-tide.

The *Porte de Mer*, or *Porte des Deux-Moulins* (Pl. A, 5), near the Lantern Tower, leads to the *Outer Harbour* and to the *Bathing-place* (p. 20), the arrangements of which are good, though the bottom is covered with pebbles and shells. Above the bathing-place extends the *Mail*, a promenade planted with trees and affording a series of fine views. The new *Parc Charruyer* (Pl. A, 5-2) skirts the fortifications.

At the *Porte de la Grosse-Horloge* (see above) begins the wide *Rue du Palais*, flanked, like several others, with arcades. At one corner, to the right, is an interesting house, built in 1554. Farther on stand the *Bourse* and the *Palais de Justice* (Pl. B, 4-3), buildings of the 18th and 17th centuries. The *Rue du Palais* is continued by the *Rue Chaudrier*, from which the *Rue des Augustins* diverges to the right. In this last, No. 11, at the end of a court, is the *House of Henri II.*, the most quaint and interesting of the ancient houses of La Rochelle.

The **Cathedral** (*St. Louis* or *St. Barthélemy*; Pl. B, 3), farther on, at the corner of the *Rue Chaudrier* and the *Place d'Armes*, was rebuilt between 1742 and 1762 in the Greek style, after plans by J. Gabriel. Behind it is a *Tower* of the 14th cent., a relic of the original church. The cathedral contains modern stained-glass windows and paintings, among which we may notice the ceiling of the Chapel of the Virgin, in the apse. In the same chapel is the monument of Mgr. Landriot (d. 1874), with a fine marble statue by L. Thomas.

The **PLACE D'ARMES** (Pl. B, 3), the largest square in the town, extends hence to the W. as far as the ramparts.

The *Rue Gargoulleau*, to the E., leads to the former bishops' palace, containing the *Library* (Pl. B, 3), which is open on Tues., Thurs., and Sat. from 12 to 4 or 5. The *Museum*, in the same building, is open on Sun. & Thurs. from 12 to 4 or 5, and on other days also to strangers. Its chief contents are some modern French pictures by A. de Pujol, Antigna, Bouguereau, and Fromentin; a painting of the great siege of La Rochelle by Van der Kabel; and works by Giordano and Vien.

The *Rue St. Yon*, diverging to the right at the end of the *Rue Gargoulleau*, leads to the **Hôtel de Ville** (Pl. B, 3), the most interesting building in La Rochelle. It was erected in 1486-1607, partly in the Gothic and partly in the Renaissance styles, and has lately been restored. Its most remarkable external features are a richly sculptured gallery with a parapet, and two projecting belfries with corbels.

On the larger, to the left, is a recess with armorial bearings. The façade towards the court, consisting of two distinct parts, is still more interesting. The smaller part, to the left, is of the time of Henri II. and has a modern staircase in front, with a painted statue of that monarch. The ground-floor of the part to the right is formed of an arcade with fine semicircular arches and a sculptured ceiling. The two upper stories are adorned with four niches containing allegorical statues, between eight fluted columns, a dormer window, pediments, and other ornaments of the time of Henry IV. (1607). Inside is the Council Hall in which Guiton, the mayor and intrepid defender of the town during its blockade by Richelieu, swore to stab any one who should suggest surrender.

Beyond the bathing-place, 3 M. from the harbour proper, lies the **Port de la Pallice**, a new harbour, constructed 1883-90 in the deep bay of that name, opposite the Ile de Ré. It consists of an outer harbour, about 30 acres in area, between two long piers, and a dock-basin, 28 acres in area, with quays 5900 ft. in length, and a depth of at least 28 ft. The works, which can be enlarged if required, have cost about 80,000*l.* Mail-steamer for South America leave La Pallice every fortnight.

In the neighbourhood of La Rochelle are numerous *Salt-Marshes*, a visit to which is interesting. Most of them lie just beyond the hornwork mentioned at p. 24.

From La Rochelle to *Nantes* and to *Rochefort* and *Bordeaux*, see R. 4.

The **Ile de Ré**, about 10 M. to the W. of La Rochelle, but not more than $2\frac{1}{2}$ -3 M. from the little port of *La Repentie* (Inn) at the W. end of the roadstead, is about 18 M. long and $2\frac{1}{2}$ -3 M. wide. It is populous (9500 inhab.) but of little general interest, consisting to a great extent of productive salt-marshes. A steamer plies daily from La Rochelle to St. Martin-de-Ré in $1\frac{1}{4}$ -2 hrs. (fares $2\frac{1}{2}$ or 2 fr., return $3\frac{3}{4}$ or 3 fr.). Intermediate station, *La Flotte*. Or we may proceed by omnibus to (3 M.) *La Repentie* (60 c.) and take the steamer thence (four times daily; fare 75 c.) to *Rivedoux*, whence another omnibus runs to ($5\frac{1}{2}$ M.) *St. Martin* (1 fr.).

St. Martin-de-Ré (Hôt. du Bateau à Vapeur) is a small town and port on the N. side of the island, with 2600 inhabitants. It suffered much in the English wars; its fortifications are the work of Vauban. *St. Martin* is the dépôt from which convicts are shipped to New Caledonia.

4. From Nantes to Bordeaux.

a. Viâ Clisson and La Rochelle.

232 M. RAILWAY in 9-15 $\frac{3}{4}$ hrs. (fares about 37 fr. 90, 28 fr., 18 fr. 35 c.). The trains start from the *Gare de l'Etat*, but call at the *Gare d'Orléans* 18 min. later. At Bordeaux they arrive at the *Gare St. Jean*, not at the *Gare de la Bastide* (p. 46). — Breaks on the journey, see p. 3.

Nantes, see *Baedeker's Northern France*. — The line crosses three arms of the Loire, of which, as well as of Nantes itself, it affords a striking view. — $4\frac{1}{2}$ M. *Vertou*, a country-town, picturesquely situated $1\frac{1}{4}$ M. to the right. — $9\frac{1}{2}$ M. *La Haie-Fouassière*; 12 M. *Le Pallet*, the birthplace of Abelard and of Astrolabe, the son of Héloïse. Beyond it the *Sèvre-Nantaise* is crossed. — 15 M. *Gorges*.

17 M. **Clisson** (*Buffet*; *Hôtel de l'Europe*, R., L., & A. 2- $2\frac{1}{2}$, B. $\frac{3}{4}$, déj. 3, omn. $\frac{1}{2}$ fr.), a town with 2916 inhab., prettily situated on two hills at the confluence of the Sèvre and the *Moine*. The

latter river is crossed by a handsome viaduct. The best view of the town and ruins is obtained from the hill (on which is the hotel) on the opposite bank of the Sèvre, reached by following the road to the left from the station. The old feudal *Castle* (13-15th cent.) and the town itself were destroyed in 1793-94 in the wars of the Vendée, so that nothing ancient now remains except the interesting and picturesque ruins of the castle. On the capture of the latter many of the inhabitants are said to have been thrown alive into the castle-well and left there to perish miserably. The town was rebuilt in a somewhat peculiar style, mainly after the plans of the sculptor Lemot (1775-1827), the owner of the ruins. Both the rivers are bordered with attractive 'Garennes' or parks, the finer of the two being the Garenne Lemot, on the right bank of the Sèvre, while the Garenne Valentin occupies both banks of the Moine. Clisson has given its name to a family of which the most famous representative was Olivier de Clisson, Constable of France (d.1407), one of the most distinguished champions of France in her wars with England.

From Clisson a BRANCH RAILWAY runs to the S. E. to (109 M.) Poitiers. — 11 M. *Torfou-Tiffauges*. Tiffauges, a country-town on an eminence on the left bank of the river, is dominated by the extensive ruins of a *Castle* of the 11th, 14th, and 15th cent., which belonged to the infamous Gilles de Laval, the original of the nursery hero Blue Beard (*Barbe-Bleue*; p. 19). — 163/4 M. *Erunes-Mortagne*. Mortagne is another little town in a picturesque situation on the right bank of the Sèvre, possessing a ruined castle. We then quit the valley of the Sèvre. — 24 M. *Cholet* (*Hôt. de France; de l'Europe*), see *Baedeker's Northern France*. — 37 M. *Châtillon-St. Aubin*. *Châtillon-sur-Sèvre*, 11/4 M. to the S. E., was named *Mauléon* until 1736. — 44 1/2 M. *Nueil-les-Aubiers*; 47 M. *Voultegon*. We now ascend the valley of the *Argenton*. — 53 M. *Bressuire*, see p. 18. — 60 M. *La Chapelle-St. Laurent* is an important cattle-market. — 74 M. *Parthenay*, see p. 18. Several small stations are passed. 94 1/2 M. *Villiers-Vouillé*. Vouillé, where Clovis defeated Alaric II., king of the Visigoths, in 507, lies 2 1/2 M. to the S. — 109 M. *Poitiers*, see p. 5.

The train now enters the *Vendée*, traversing that part of it which is called the *Bocage* (p. 19). — 24 M. *Montaigu-Vendée*, a small town, prettily situated on the *Maine*, which is crossed here, was the birthplace of Laréveillère-Lepeaux (1753-1824), one of the five members of the Directory. A monument was erected to him in 1886. — 30 1/2 M. *L'Herbergement*; 40 M. *Belleville-Vendée*.

48 M. *La Roche-sur-Yon* (see p. 19).

53 1/2 M. *Nesmy*; 61 M. *Champ-St. Père*. The hedges separating the fields now disappear and are replaced by trenches. — 66 1/2 M. *La Bretonnière*.

71 M. *Luçon* (*Hôtel de la Tête-Noire*, near the cathedral, R., L., & A. 1 1/2-2 fr., B. 60 c., déj. 2 1/2, D. 3 fr.), a town with 6535 inhab., is the seat of a bishopric which Richelieu held from 1607 to 1624. The *Cathedral*, an old monastic foundation of the 11th cent., was not finished till the 17th and has been lately restored. The most noteworthy object in the interior is the pulpit, ornamented with paintings. Adjoining are *Cloisters* of the 15-16th centuries.

Luçon stands on the N. border of the *Marais*, a swampy part of the Vendée, which extends in the direction of the *Breton Straits* as far as the *Bay of Aiguillon*, with which it communicates by a canal 9 M. in length. Down to the 6th cent. of the Christian era this district was a gulf, one of the arms of which extended on the E. as far as Niort, which is now 37 M. distant from the sea. The gradual elevation of the district, which this metamorphosis is due, still continues. The entrance of the gulf, once upwards of 18 M. in width, is now not more than 3 M. across. The marshy tracts are drained by innumerable canals. The *Marais* afford excellent pasturage and contains numerous productive salt-marshes, which near the mouth of the *Sèvre-Niortaise* are extensive 'bouchots', or 'parks' in which mussels and other shell-fish are reared for the market of La Rochelle. This district and the other marshy regions fringing the sea-shore beyond it are all more or less unhealthy.

77 M. *Nalliers*. Beyond (80 M.) *Le Langon* we traverse a corner of the *Marais* and cross the river *Vendée*. 86 M. *Velluire*; line to *Bressuire* and *Niort* viâ *Fontenay-le-Comte*, see p. 19.

88 M. *Vix*. The large village of this name lies $2\frac{1}{4}$ M. to the left on a hill, which was formerly an island in the gulf (see above), and was also (93 M.) *L'Île-d'Elle*, beyond which we cross the *Sèvre-Niortaise*. On this river stands (97 M.) *Marans*, a well-built little town with a large grain trade. At (102 M.) *Andilly-St. Owen* we quit the *Marais*, and farther on we skirt the *Niort* and *La Rochelle Canal*, which passes through a tunnel at (107 $\frac{1}{2}$ M.) *Dompierre-sur-Mer*, the next station. To the left lie extensive salt-marshes.

112 M. **La Rochelle** (p. 23; *Buffet*). Line to Poitiers, see R. 3.

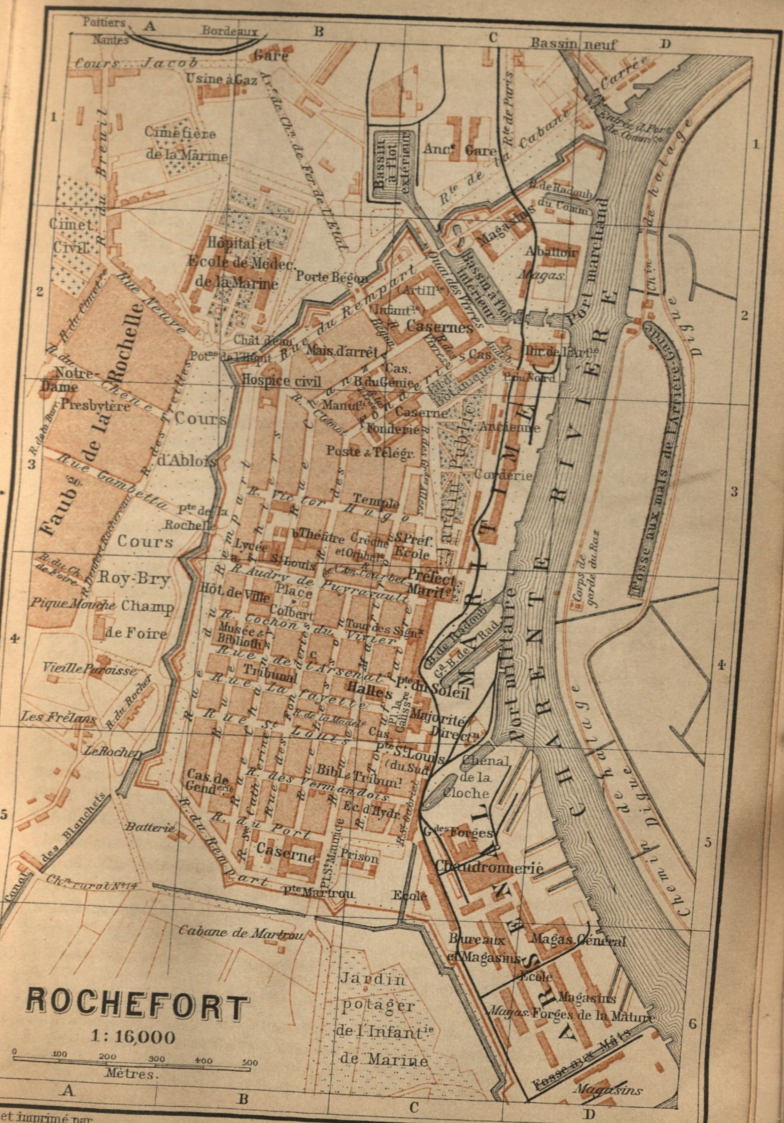
The direct line to Rochefort and Bordeaux now skirts for a considerable distance the *Pertuis* or *Straits of Antioche*, bounded by the *Île de Ré* on the N. and the *Île d'Oléron* (p. 30) on the S.W. — 115 $\frac{1}{2}$ M. *Angoulins*; 117 M. *Châtelailon* (*Hôt. des Bains*), a small sea-bathing resort. The ocean is steadily encroaching on the land here, and has already engulfed the two towns of *Montmeillan* and *Châtelailon*. To the right is the small *Île d'Aix* (see below). — 121 M. *Le Marouillet*. 125 M. *St. Laurent-de-la-Prée*.

A branch-railway runs hence to (33 $\frac{3}{4}$ M.) *Fouras* (*Hôt. des Bains; de l'Océan*), a sea-bathing place at the mouth of the *Charente*, with a castle of the 14th century. — Near the *Pointe de l'Aiguille*, the extremity of the right bank of the *Charente*, is the small *Île d'Enet*, connected with the mainland at low tide. About $\frac{3}{4}$ M. from the *Pointe* is the *Île d'Aix* (33 $\frac{3}{4}$ M. in length, and 1 M. in breadth), which was the last refuge of Napoleon I. before his surrender to the British. Both islands are fortified.

At (126 M.) *Charras* the train crosses the canal of that name.

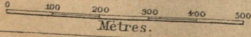
130 M. **Rochefort** (*Buffet*). — **Hotels.** HÔTEL DE FRANCE (Pl. a; B, 3, 4), Rue du Bempart; DE LA ROCHELLE (Pl. b; B, 4), Rue Chanzy; DU GRAND BACHA (Pl. c; B, 4), Rue des Fonderies et de l'Arsenal. — **Cafés.** *Café Français*, Place Colbert; *des Voyageurs*, corner of Rue Thiers and Rue Audry de Puyravault; in the Rue des Fonderies, etc. — *Post and Telegraph Office* (Pl. B, 3), Rue des Fonderies.

Rochefort, a town and fortress with 33,334 inhab., situated on the right bank of the *Charente*, 9 M. from the sea, is a modern and regularly built place, containing little to interest the traveller. It possesses a naval as well as a commercial harbour, which, like the town itself, were first established by Colbert in 1666.



ROCHEFORT

1 : 16,000



The naval harbour and its vast arsenal are the 'lions' of Rochefort. To reach the entrance, which is near the end farthest from the station, we turn to the right on entering the fortifications and follow the Rue du Rempart and the Rue Thiers to the Rue de l'Arsenal. Or we may follow the Rue Begon in a straight direction, and then turn to the right into the Rue La Touche-Tréville, whence the Rue Chanzy leads to the Rue de l'Arsenal, at the corner of which is a small *Picture Gallery*, with a library. Between the Rue Thiers and the Rue Chanzy are the *Lyceum* and *Church of St. Louis* (Pl. B, 3), two modern buildings, the latter containing some fine stained-glass windows. Adjacent is the *Place Colbert*, the centre of the town, with a fountain.

The ***Arsenal** and the **Dockyard** (Pl. C, D, 2-6) cannot be visited without permission, to obtain which foreigners usually require a letter of introduction from their government countersigned by a French minister.

The visit takes at least 2 hours. The departments are not always taken in the same order, and some of the magazines and workshops are not shown. The *Porte du Soleil* (Pl. C, 4) is a handsome structure in the form of a triumphal arch. To the right are the *Offices*, eighteen *Building Slips*, for vessels of the first rank, an interesting *Model Room*, several *Store Houses*, the *Sail and Rigging Workshops*, etc. To the left are *Repairing and Graving Docks*, *Anchors* (some of which weigh from 5 to 6 tons), *Projectiles*, *Torpedos*, *Cannon*, and a large *Salle d'Armes*, decorated in a very ingenious fashion with arms or groups of arms arranged as trophies, columns, etc. A *Man of War*, too, is often shown.

Above this part of the arsenal, but outside the enceinte, is the *Naval Préfecture* (Pl. C, 4), which contains nothing of special interest, and behind it is the *Jardin Public*, a fine promenade.

Farther on, to the N.E. of the town, is the *Commercial Harbour*, or *Cabane Carrée* (Pl. C, D, 1). It has two floating basins of moderate size, and a much larger one (completed in 1890) higher up the river. The chief articles of trade at Rochefort are wine, brandy, grain, cattle, salt, timber, coal, and salt-fish.

On the N. side of the town, outside the fortifications, is a large *Naval Hospital* (Pl. A, B, 2; 800 beds), with a *School of Naval Medicine*. There is also a very deep artesian well, the water of which has a temperature of 100° Fahr. In front of the hospital extend the *Cours d'Ablois* and the *Cours Roy-Bry*.

From Rochefort to Niort and Poitiers, see p. 21.

FROM ROCHEFORT TO LE CHAPUS (*Ile d'Oléron*), 25½ M., railway in ¾-2¼ hrs. (fares 4 fr. 20, 3 fr. 10 c., 2 fr.). — To (7 M.) *Cabariot*, see below. — 21 M. *Mareennes* (*Hôt. du Commerce*), a small town (5415 inhab.), famous for its oysters, of which about 25,000,000 are annually exported. The church has a 14th cent. *Tower*, and there are numerous quaint old houses in the town. About ¾ M. to the S. is the small harbour. — From the town an omnibus (1½ fr.) plies to (2½ M.) *La Cayenne*, whence a steam-

ferry (25 c.) crosses the Seudre to *La Grève*, united by railway with Pons and Royan (p. 59). — From (25½ M.) *Le Chapus* a steamer (75 or 60 c.), crosses to Le Château in the Ile d'Oléron.

The *Ile d'Oléron*, which with the *Ile de Ré* (p. 26) bounds the straits of Antioche, and is separated from the mainland by the *Straits of Mau-musson*, is a flat, fertile, and populous island, measuring 18 M. in length by 2½-6 M. in width. *Le Château-d'Oléron* (Hôt. de France) is a small fortified town with 3458 inhabitants. About 7 M. farther (diligence) is *St. Pierre-d'Oléron*, a town of 4556 inhab., with a cemetery containing a pretty little beacon-tower ('lanterne des morts') of the 13th century.

On quitting Rochefort our line describes a considerable curve to regain the valley of the Charente, leaving the Poitiers line (p. 23) to the left. — 133½ M. *Tonnay-Charente*, a small town with a harbour on the Charente. — 136 M. *Cabariot* (branch-line to Le Chapus, see above). — 140 M. *Bords*; 146½ M. *St. Savinien-sur-Charente*. Farther on, to the right, on the opposite bank of the river, are the châteaux of *Crazannes* (13-18th cent.) and *Paulois*.

151 M. *Taillebourg* (*Hôtel de France*), a little town where St. Louis defeated the English in 1242. By the treaty of Brétigny (1360) it was assigned to the latter, but was recovered from them by Bertrand du Guesclin in 1372. It is overlooked by the ruins of its *Castle*, built on a sheer rock. We here join the line from Paris to Bordeaux via Niort (p. 23).

157 M. *Saintes* (*Buffet; Hôtel des Messageries, Hôt. du Commerce*, both in the Rue des Messageries, to the left of the Cours National), a town of 18,461 inhab., the ancient capital of the *Santonnes* and afterwards of the *Saintonge*, is prettily situated on the left bank of the Charente. It was in great favour with the Romans after their conquest of Gaul, and still possesses the remains of several structures erected at that period.

Leaving the station we turn first to the left and then to the right, and follow the Avenue Gambetta, crossing a suburb in which, within a barrack-yard, stands the old and interesting monastic church of *Notre-Dame*, dating from the 11-12th cent., but now in a dilapidated condition and no longer used for service. Over the crossing rises a fine steeple, composed of a square tower, with three arcades on each face, which is surmounted by a drum with twelve double arcades, the whole ending in a conical roof with fish-scale ornamentation. The church of *St. Palais*, at the entrance to the barracks, with its main portal concealed by a porch, dates from the 12-13th centuries.

The town proper is entered by a stone bridge, to the left of which is a marble statue, by F. Talhuet (1868), of *Bernard Palissy*, who was born at Saintes in 1510. The old Roman bridge, which formerly crossed the river here, was pulled down in 1844; and the *Triumphal Arch* which stood upon it was removed and re-erected lower down, among the trees. The arch, erected in the reign of Augustus in honour of Germanicus, consists of two semi-

circular archways, each 13 ft. in span, and is decorated with pilasters and engaged columns with Corinthian capitals.

On the other side of the bridge begins the Cours National, the principal street of the town. The Rue d'Alsace-Lorraine, on the left, leads to the old cathedral, the great tower of which is conspicuous. On the way to it we pass, on the right, the *Old Hôtel de Ville*, a Renaissance building with a small tower, containing the *Public Library*.

The *Church of St. Pierre*, the ancient cathedral, is supposed to have been founded by Charlemagne, but it has been twice rebuilt, and dates in its present form from the end of the 16th century. The tower, however, with the exception of the cupola at the top, is a remnant of the second building, dating from the 15th cent.; and the arms of the transept are of the 12th century. Below the tower is a fine doorway in the florid Gothic style. The nave, with its large round pillars without capitals and its flat arches, is somewhat heavy. The small cupolas of the transept also belonged to the old building.

Farther to the right is the *Hôtel de Ville*, with a small *Musée of paintings* (adm. on application). The concierge of the *Hôtel de Ville* also opens the *Musée d'Antiquités*, containing fragmentary sculptures, inscriptions, etc.

Retracing our steps to the Cours National, we continue to follow it towards the centre of the town. On a hill to the left stood a Roman building called the *Capitol* (?), which was destroyed during the wars with the English. Its site is occupied by a hospital, and nothing remains of the Roman building but some fragments of the walls. We now turn to the left into the Cours Reverseaux, which leads through the hollow with the amphitheatre (to the right; p. 32).

The *Church of St. Eutropius*, farther to the right, is of very ancient foundation, but was rebuilt in the 11th cent. and altered in the 15th, and again, like the cathedral, after the Religious Wars. The fine stone spire was also added in the 15th century. Nothing has been left of the old nave, the present one being made up of the old choir, in the Transition style, and part of the transept. The capitals of the columns and the vaulting of the aisles should be noticed. The present choir is of the 15th cent. and contains some modern statues of the Apostles under old canopies. Below the church there is a large and fine Romanesque *Crypt* of the 11th cent., consisting of a nave and aisles with three chapels, the central one of which has been rebuilt and transformed into a sacristy. This crypt is lighted by windows and is entered directly from the street. Behind its chief altar is the tomb of St. Eutropius, the first bishop of Saintes, who suffered martyrdom here in the 3rd century. It has recently been restored. The capitals in the crypt also deserve notice.

In a hollow near St. Eutrope, to the right, are the ruins of the *Roman Amphitheatre*, dating from the 1st or 2nd century A. D. They are reached by the street in a straight direction, or (better) by a lane near the church, at the end of which we turn to the left. The amphitheatre was oval in form, measuring 436 ft. by 354 ft., and was capable of holding 20-22,000 spectators. There was but one tier of arches, inclined towards the arena, and one 'præinctio', or oblong, with three flights of steps. Of its 74 arches nine only remain in more or less good preservation. The services of the guide are not needed unless the visitor wishes to inspect the interior of the arches and galleries. A street on the other side of the hollow takes us back to the Cours Reverseaux (p. 31).

From Saintes to *Niort*, see p. 23; to *Angoulême*, p. 12.

161 M. *Chaniers*, with a Romanesque church, visible to the right. The train now crosses the Charente, quits its valley, and ascends that of the *Seugne*. — At (162½ M.) *Beillant* (Buffet) the line to Angoulême diverges (p. 13). — 167 M. *Montils-Colombier*.

172 M. **PONS** (Buffet; *Hôtel St. Charles*), a town of 4615 inhab., prettily placed on a hill rising from the *Seugne*, ½ M. to the right of the line. It has still some remains of ancient ramparts and is dominated by a *Keep* of the 12th century. The adjacent *Hôtel de Ville* was formerly the château; it dates from the 15-16th cent. and is partly built on semicircular arches. There is also a pleasant *Jardin Public*. The river banks here are very picturesque.

FROM PONS TO ROYAN, 29 M., railway in 1¼-3¼ hrs. — From (23½ M.) *Saujon*, the sixth station, a town with 3132 inhab., on the *Seudre*, a branch-line runs to (13½ M.) *La Tremblade* (see below). — 29 M. *Royan*, see p. 59.

FROM PONS TO LA GRÈVE (*Ronce-les-Bains*), 38 M., railway in 2-2¾ hrs. To (23½ M.) *Saujon*, see above. — 37 M. *La Tremblade* (*France*; *Cheval Blanc*), a small town surrounded by salt-marshes and sand-dunes, 1¾ M. from which is the sea-bathing place of *Ronce-les-Bains* (*Hôt. du Grand Galet*). — 38 M. *La Grève*, port of *La Tremblade*, on the *Seudre*, facing *arennes* (p. 29) and not far from the Straits of *Maumusson* (p. 30).

177½ M. *Mosnac-St. Genis*; 180 M. *Clion-sur-Seugne*.

183½ M. **Jonzac** (*Ecu*), a town with 3431 inhab., on the *Seugne*, with a castle of the 14-18th centuries. — 189 M. *Fontaine-Ozillac*; 192 M. *Tugéras-Chartuzac*, in a barren sandy district. 197 M. *Montendre*, a country-town situated on a hill to the right, with a stored keep of the 12th cent.; 205 M. *Bussac*. — From (208 M.) *St. Mariens* (Buffet) a branch-line runs to (15½ M.) *Blaye* (p. 59).

Beyond (210 M.) *Cavignac* the line to *Coutras* (p. 14) diverges to the left. 214 M. *Gauriaquet*; 217 M. *Aubie-St. Antoine*.

219 M. *St. André-de-Cubzac*, a small industrial town with a handsome modern château.

FROM ST. ANDRÉ-DE-CUBZAC TO BLAYE AND ST. CIERS-LALANDE, 33 M., canal railway, on the right bank of the *Dordogne*, then of the *Gironde*. 8 M. **Bourg-sur-Gironde**, an ancient little town, with quarries and celebrated vineyards. 15 M. *Plassac* is also noted for its wine. 18½ M. *Blaye* (p. 59). — The line now quits the *Gironde* and runs viâ *St. Martin, Seurin, Eyrans-Cartelègue*, etc., all noted for wine, to (33 M.) *St. Ciers-Lalande*.

Beyond (220 M.) **Cubzac-les-Ponts** the train traverses a viaduct, $1\frac{1}{2}$ M. in length, including a *Bridge over the *Dordogne*, 620 yds. long and 72 ft. high. The piers on the banks of the river go down 95 ft. below high-water mark and 75 ft. below the river-bed. The road from Paris to Bordeaux also passes near this point, to the left, crossing the river by a splendid iron and stone bridge nearly 1 M. long, which replaces a suspension-bridge, partly destroyed by a hurricane in 1870. The *Dordogne* joins the *Garonne* a little way to the right, at the *Bec d'Ambès* (p. 59), and the two together form the *Gironde*. The tract between the *Dordogne* and the *Garonne* is known as *Entre-deux-Mers*. — $223\frac{1}{2}$ M. *La Grave-d'Ambarès*.

Crossing the line from Paris to Bordeaux (p. 15) we pass (226 M.) *Carbon-Blanc* and (230 M.) *Bordeaux-Benauges* and cross the *Garonne* by the bridge mentioned on p. 15, obtaining a fine view on the right of Bordeaux and its harbour.

232 M. *Bordeaux (Gare St. Jean)*, see p. 46.

b. Viâ Challans and La Rochelle.

253 M. RAILWAY in $10\frac{3}{4}$ - $16\frac{1}{2}$ hrs. (fares same as viâ Clisson). The trains start from the *Gare d'Orléans*, but stop also at the *Gare de l'Etat*. Arrival at the *Gare St. Jean*, p. 46.

Nantes, see *Baedeker's Northern France*. — The train crosses several arms of the *Loire*. $3\frac{3}{4}$ M. *Pont-Rousseau*; $4\frac{1}{2}$ M. *Les Landes*; $5\frac{1}{2}$ M. *Bouguenais*; 9 M. *Bouaye*. To the left is the *Lac de Grand-Lieu*, in form almost oval, $5\frac{1}{2}$ M. long by $3\frac{3}{4}$ M. wide, but very shallow, in the midst of meadows which it overflows in winter. — 13 M. *Port-St. Père*.

At ($16\frac{3}{4}$ M.) *Ste. Pazanne* the line to *Paimbœuf* and *Pornic* diverges on the right (see *Baedeker's Northern France*). $25\frac{1}{2}$ M. *Machecoul*. Near (30 M.) *Bois-de-Céné* we enter the *Vendée*. — $33\frac{1}{2}$ M. *La Garnache*.

37 M. **Challans** (*Gautier*), a small commercial town.

A DILIGENCE plies from Challans to (23 M.) *Noirmoutier* ($5\frac{1}{2}$ fr.), passing (11 M.) *Beauvoir-sur-Mer*. — The flat and sandy *Island of Noirmoutier*, $5\frac{1}{2}$ M. from *Beauvoir*, is separated from the mainland by a narrow channel (2 M.) which is dry at low tide. The greater part of its surface is below the level of high tides and requires to be protected by dykes, but there are some picturesque rocks at its N. end. It is 11 M. long and 4 M. wide at the widest part, and contains some fertile ground and several salt-marshes. In 1793-94 the possession of the island was vigorously disputed by the *Vendeans* and the *Republicans*, and it was here that *D'Elbée*, the commander-in-chief of the former, was taken and shot.

Noirmoutier (Hôtel du Lion-d'Or), the chief town of the island, has 6120 inhab. and a small fortress. About $1\frac{1}{4}$ M. to the N.E. is the sea-bathing resort of *La Chaise*, near which are woods of pines and evergreen oaks. *La Chaise* is only 10 M. distant from *Pornic* (see *Baedeker's Northern France*), which lies opposite it, on the mainland.

A DILIGENCE ($3\frac{1}{2}$ fr.) also plies from Challans to *La Barre-de-Monts* and ($15\frac{1}{2}$ M.) *Fromentine*, the starting-place of the steamer for (2 hrs.) the *Ile d'Yeu*. — The *Ile d'Yeu* or *Dieu*, a small fortified island, 6 M. long and $2\frac{1}{2}$ M. broad, with 3426 inhab., lies 18 M. from the mainland. The coast

very rocky on the W., but easily accessible on the E., where lies the harbour of *Port-Joinville* (Hôt. Camaret). The chief town is *St. Sauveur*, the centre of the island.

41 M. *Soullans*; 44½ M. *Commequiers*, a large village with a castle, a menhir, and two dolmens.

A branch-railway runs hence to (8 M.) *St. Gilles-sur-Vie* (Malescot), a small seaport and bathing-place. Opposite is *Croix-de-Vie*, a small fishing-port.

Our line now crosses the *Vie*. 47 M. *St. Maixent-sur-Vie*; 51 M. *Coëx*; 58 M. *Aizenay*, a town with 4170 inhabitants. Beyond (53 M.) *La Genétouze* we join the line from Nantes viâ Clisson (p. 26), and that from Tours to Les Sables-d'Olonne (R. 2).

69 M. *La Roche-sur-Yon* (p. 19). Hence to (253 M.) *Bordeaux*, see p. 27.

5. From Orléans (Paris) to Bordeaux viâ Périgueux.

313 M. RAILWAY in 14¾-19½ hrs. (fares 61 fr. 40, 46 fr. 10, 33 fr. 5 c.). — From Orléans to Bordeaux viâ Tours, see R. 1.

I. From Orléans to Limoges.

173 M. RAILWAY in 5-9¾ hrs. (fares 31 fr. 70, 21 fr. 40 c., 14 fr.). — From *Paris*, 248 M., in 7-13¾ hrs. (fares 44 fr. 90, 30 fr. 35, 19 fr. 80 c.).

Orléans, see p. 3 and *Baedeker's Northern France*. — Beyond (1¼ M.) *Les Aubrais* we quit the Paris and Bordeaux line, skirt the N. side of Orléans, and cross the Loire (good view of the town to the right). 7 M. *St. Cyr-en-Val*. — 13½ M. *La Ferté-St. Aubin*, on the right, a very ancient town of 3341 inhab., with a church of the 12th cent. and a château of the 17th century. — 19 M. *Vouzon*. — 3½ M. *La Motte-Beuvron*, on the *Beuvron* and the *Canal de la Sauldre*, possesses a château of the 16-17th cent., which has been converted into an agricultural station. Branch-line to *Blois*, see *Baedeker's Northern France*. We now enter the plateau of the *Sologne*.

The *Sologne*, which occupies an area of about 2000 sq. M., was down to 1860 a sterile and marshy region. The number of ponds in it was reckoned at 1200; and the total number of inhab. did not reach 100,000, less than 50 per sq. M. Previously it had been a flourishing and well-peopled district; its ruin dates from the Religious Wars and the Revocation of the Edict of Nantes, which caused numerous Protestant families to leave it. Government and an agricultural association for the purpose have done much to render it healthy and to restore its ancient prosperity, especially by the planting of pines on an extensive scale and by the construction of roads and canals. The population has already increased 50 per cent.

Beyond (27½ M.) *Nouan-le-Fuzelier* we cross the *Grande-Sauldre*. — 35 M. *Salbris*, a commercial and industrial town containing a church with fine stained glass. Beyond (42½ M.) *Theillay*, the train passes through a tunnel 1345 yds. long, with 34 air-shafts, and traverses the Forest of Vierzon.

49 M. *Vierzon* (*Buffet*; *Hôt. des Messageries*; *du Boeuf*), an industrial town of 10,559 inhab., situated on the *Cher* and the *Canal du Berry*.

FROM VIERZON TO TOURS, 70 M., railway in $2\frac{1}{2}$ - $3\frac{1}{2}$ hrs. (fares 12 fr. 65, 8 fr. 55, 5 fr. 55 c.). This line (for details, see *Baedeker's Northern France*) descends the valley of the Cher. Best views to the left. — 10 M. *Mennetou-sur-Cher*, with ramparts of the 13th century. — From ($15\frac{1}{2}$ M.) *Villefranche-sur-Cher* a branch-line runs to Blois, passing (5 M.) *Romorantin (Lion-d'Or)*, a cloth and linen manufacturing town of 7800 inhab., on the Grande Saultre. From (26 M.) *Selles-sur-Cher (Lion-d'Or)* a diligence ($1\frac{3}{4}$ fr.) runs to *Valençay (Hôt. d'Espagne)*, noted for its magnificent Renaissance **Château*, which belonged to Prince Talleyrand, and was the place of retirement of Ferdinand VII. of Spain from 1808 to 1814. — 35 M. *St. Aignan*, a little town, $1\frac{1}{4}$ M. to the S., with a *château* of the 13-16th centuries. — 46 M. *Montrichard*, a small town, with a fine church of the 13th century. Beyond it, to the left, is the *Château* of *Chenonceaux*.

50 M. *Chenonceaux (Hôtel du Bon-Laboureur)*, a village with a celebrated **CHÂTEAU*, in the Gothic and Renaissance styles, built on piles in the bed of the Cher. To reach the latter, we pass through the village which is $\frac{1}{2}$ M. from the station (omnibus). Beyond the first court we reach a *Keep* of the 15th cent., where we apply for admission (open Tues. and Thurs., 2-4). The chief façade (beginning of the 16th cent.) is elaborately and tastefully ornamented. The most interesting parts of the interior are the *Dining Hall* and the *Chapel*, on the ground-floor, and the *Store-room* and the *Kitchen* in two large piers of the bridge. A less ancient *Bridge* supports a two-storied building of very singular appearance erected by *Diana* of *Poitiers* at a somewhat later date. The first story is fitted up as a picture gallery.

$66\frac{1}{2}$ M. *St. Pierre-des-Corps*, where we join the Orléans line. — 70 M. *Tours* (see p. 4 and *Baedeker's Northern France*).

We now leave the Bourges line (R. 35) on the left and cross the Cher and then the *Arnon*. $58\frac{1}{2}$ M. *Chéry*. Among the numerous *châteaux* seen on the right the most striking is that of *La Ferté-Reuilly* (17th cent.), beyond (61 M.) *Reuilly*. The line now follows the valley of the *Théols* to (67 M.) *Ste. Lizaigue*.

71 M. *Issoudun (Hôtel de France)*, a town of 13,564 inhab., situated on a declivity to the left, and surrounded by vineyards. The town sustained several sieges by the English in the Middle Ages and one by the army of the Fronde in 1651, which have left very few of its houses standing.

Turning to the left on leaving the station and then to the right, we reach the *Place du Marché*, in which is the modern *Palais de Justice* and a 16th cent. *Town Gate*. A little to the left is the *Hôtel de Ville*, in the garden of which is the *Tour Blanche*, a keep of the beginning of the 12th cent., 88 ft. high. The *Musée* in the *Hôtel de Ville* is open daily 9-4, except Mon. and Frid.

The *Rue de la République* leads from the *Place du Marché* to *St. Cyr*, an uninteresting Gothic church with a fine large ancient stained-glass window. — *Notre-Dame-du-Sacré-Coeur*, a little farther on, is a modern and tasteless Gothic building (closed).

A branch-railway runs hence to (15 M.) *St. Florent* (p. 225) viâ the little town of ($7\frac{1}{2}$ M.) *Chârost*.

79 M. *Neuvy-Pailloux*. Before reaching *Châteauroux*, we cross the *Indre*. To the right are the fine towers of *Déols* (p. 36) and *Châteauroux*.

88 M. *Châteauroux (Hôtel Ste. Catherine, Place du Marché; de France, Rue Victor-Hugo; de la Gare, unpretending; Grand Café,*

Rue Victor-Hugo), the chief town of the department of the *Indre*, with 23,924 inhab., is situated on the right bank of the Indre. It is now a manufacturing town of some importance and has been much improved in recent years. Its chief products are woollen stuffs and coarse cloth.

The *CHURCH OF ST. ANDREW, a few minutes walk to the right of the station, is a fine reproduction of 13th cent. Gothic, built in 1864-75 from the designs of Dauvergne. The W. front is flanked by two towers with stone spires. The aisles have galleries above them and side-chapels opening off them. The interior contains some fine stained glass by Lobin of Tours and others; a large wrought-iron chandelier by Larchevêque, of Mehun, near Bourges; and a tone organ-loft.

A little farther on, to the right, is the Place Lafayette (see below) and, to the left, the Place Gambetta with the *Theatre*. The Rue Victor-Hugo, behind this building, leads to the Place du Marché and the *Hôtel de Ville*, the latter containing a small *Museum*, open to the public on Sun. from 1 to 4, and to strangers on other days also. The entrance is on the other side.

ROOM I. Engravings, drawings, etc. — ROOM II. To the right: 46. *Molenaer*, The fortune-teller; 35. *Van Goyen*, Sea-piece; 15. *Le Bourguignon*, Cavalry-charge; 49. *Van der Poel*, Conflagration; 8. 'Velvet' *Brueghel*, Holy Family; 26. *Franck the Elder*, Scenes from the story of Esther; 10. *Bys*, Sea-shore; 88. *Unknown Master*, Virgin, on a gold ground; 70. *Flemish School*, Sea-piece; 39. *Largillière*, Portrait; 6. *Bouts*, Procession; 80. *Unknown Artist*, Descent from the Cross; 9. 'Hell-fire' *Brueghel*, Temptation of St. Anthony. — ROOM III. To the left: 85. *Unknown Master*, Esther. At the end of the room is a cast of the *Tomb of St. Ludre* (original at Déols, see below). A glass-case contains souvenirs of Napoleon I. and his friend General Bertrand, a native of Châteauroux. In another glass-case in the centre are some fine enamels and medals.

NOTRE-DAME, in the street that descends in front of the *Hôtel de Ville*, is another handsome modern church in the Romanesque style, with a dome surmounted by a gilt figure of the Virgin, a tower over the W. front, and fine stained-glass windows.

Near this point is the CHÂTEAU RAOUL (Châteauroux), an edifice of the 14-15th cent., now used as the Préfecture. It occupies the site of an earlier castle which gave its name to the town. To see it properly we must descend to the bank of the Indre by the Rue de la Manufacture, passing in front of Notre-Dame.

The Rue Grande, beyond the *Hôtel de Ville*, leads to *St. Martial*, an old church of little interest, and terminates at the other end of the Place Lafayette. The latter is adjoined by the Place Ste. Hélène, which is embellished with a *Statue of General Bertrand* (1773-1844), in bronze, by Rude.

DÉOLS, $\frac{3}{4}$ M. from Châteauroux, reached by a pleasant road beginning at the Place Lafayette, possesses the ruins of a once notorious abbey, consisting of the fine *Tower* of the interesting Romanesque church and some fragments of sculpture (to the right on entering the village). Farther on, to the left, is a *Gateway* of the 15th cent., with two round towers. Beyond this stands the *Church of St. Stephen*, the crypt of which,

to the right of the choir, contains the *Tomb of St. Ludre*, with bas-reliefs dating from the earliest centuries of the Christian era (copy in the Châteauroux Museum, see p. 36). The church also possesses some paintings, which, though of no intrinsic value, are interesting as giving views of the ancient abbey.

FROM CHATEAUX TO TOURS, 73 M., railway in $2\frac{3}{4}$ - $3\frac{1}{2}$ hrs. (fares 13 fr. 30, 8 fr. 90, 5 fr. 80 c.). — This line follows the valley of the Indre. — 16 M. *Buzançais*, which is to be connected by another line with Le Blanc (p. 10). — 21 M. *Palluau-St. Genou*. The former contains a ruined château, seen in the distance to the right; the latter, an interesting *Abbey Church* of the 11th century. Near (26 M.) *Le Clion*, to the right, is the *Château de l'Ne-Savary*. The Indre is then crossed several times. — 31 M. *Châtillon-sur-Indre*, which has also a ruined castle, with a keep of the 12th century. As we approach Loches we have a fine view, to the left, of its keep and château. To the right is the steeple of *Beaulieu* (see below).

44 M. *Loches (Hôtel de la Promenade)*, a town with 5132 inhab., picturesquely situated on the left bank of the Indre, possesses a celebrated castle, the ancestral home of the Plantagenets. At the entrance to the town rises the *Tower of St. Antoine*, a fine remnant of a 16th cent. church. Following the Rue de la Grenouillère in a straight direction, we see on the left the *Porte Picoys*, an erection of the 15th cent., through which we pass to the *Hôtel de Ville*, a pleasing building in the Renaissance style. Farther on, to the right, is the Rue du Château, containing some interesting houses of the Renaissance period.

The castle, which had a fortified enceinte of about $1\frac{1}{4}$ M. in extent, resembles a little town. The first street on the left leads to the collegiate *CHURCH OF ST. OURS, a very interesting relic of the 12th century. The nave consists of two square divisions, divided by a plain Gothic arch, and each surmounted by a lofty octagonal cupola without windows. The Romanesque W. doorway is richly moulded and sculptured, and under the porch in front of it is a holy-water basin made out of an old altar, also adorned with sculptures. Adjoining the church is the ROYAL PALACE, a building of the 15-16th cent., with a fine façade, now the Sous-Préfecture. In one of the towers of the façade is the *Monument of Agnes Sorel* (d. 1450), mistress of Charles VII., formerly in the church, and in another part of the palace is the pretty *Oratory of Anne of Bretagne* (d. 1514), wife of Charles VIII. and of Louis XII. — The ancient *KEEP or DONJON, at the other end of the enceinte, is the most interesting part of the upper town. To the left, on entering, is the *Keep proper*, a rectangular tower of the 12th cent., 82 ft. long, 46 ft. wide, and 130 ft. high, of which the walls alone remain. To the right of the keep is the *Martelet*, in one of the dungeons in which Lodovico Sforza, Duke of Milan (d. 1510), was imprisoned for nine years by Louis XII.; it contains some inscriptions and his portrait done by himself. Still more to the right is the *Round or New Tower*, which contained the famous iron cages in which Louis XI. confined Cardinal de la Balue, the inventor, the historian Philip de Comines, etc. — In the street below, by the side of the Indre, near the tower of St. Antoine, stands the *Porte des Cordeliers*, of the 15th century. On the opposite bank of the river is *Beaulieu*, with its fine Romanesque abbey-church. — A branch-line runs hence to *Montresor* and *Ligueil*. The former contains a Renaissance château and a fine church of the same period. $56\frac{1}{2}$ M. *Cormery*, with a fine spire. — 63 M. *Montbazou*, dominated by the huge keep of a castle which dates back to the 11th century. On the top is a modern statue of the Virgin. — $69\frac{1}{2}$ M. *Joué-lès-Tours* (p. 15). — 73 M. *Tours* (see p. 4 and *Baedeker's Northern France*).

FROM CHATEAUX TO MONTLUÇON, 65 M., railway in 3 hrs. (fares 11 fr. 85, 7 fr. 95, 5 fr. 15 c.). — Ascending the valley of the Indre we reach (8 M.) *Ardentes*, a little village to the right, with a partly Romanesque church. — 15 M. *Mers*; 20 M. *Nohant*, with a château formerly inhabited by George Sand (see p. 38).

22 M. *La Châtre* (**Hôtel St. Germain* or *Descrosses*, Rue Nationale), a commercial and industrial town with 5048 inhab., on the left bank of the

ndre. In a square $1\frac{1}{2}$ M. from the station is a fine marble *Statue of George Sand*, the famous authoress (Baroness Dudevant, 1804-76), by Millet. Proceeding thence to the left, we reach the *Church*, which contains some fine modern glass and a painting by Heim. To the left, beyond the church, is a square *Tower*, a relic of the château of La Châtre, and farther on lies the fine *Promenade de l'Abbaye*, overlooking the valley.

Beyond La Châtre, on the right, we pass the *Château de la Motte-Feuilly*, which dates from the 12th century. We then quit the valley and ascend towards a plateau where chestnuts are extensively grown. — 1 M. *Champillet-Urciers*, a large station where a branch-line to ($23\frac{1}{2}$ M.) *Lavaud-Franche* (p. 228), viâ (20 M.) *Boussac*, diverges on the right. — $51\frac{1}{2}$ M. *Châteaumeillant*, a town with 3892 inhab., with an interesting château and church, situated in a finely wooded district. Beyond (42 M.) *Julan*, to the left, is a small lake. The train then crosses two viaducts, the second of which is very high. — $48\frac{1}{2}$ M. *St. Désiré*, with a noteworthy Romanesque church (to the left); $51\frac{1}{2}$ M. *Courçais*. Extensive view to the left. Farther on, in the valley of the Cher, we join first the Bourges, then the Guéret line. — 65 M. *Montluçon*, see p. 227.

$95\frac{1}{2}$ M. *Luant*, in the *Brenne*, a district in parts marshy and sterile. Beyond (99 M.) *Lothiers* the train passes through some cuttings and a tunnel $\frac{2}{3}$ M. long and crosses a viaduct, which affords a striking view of the valley of the Bouzanne, which we soon cross, and of the magnificent 15th cent. château of (104 M.) *Chabenet*.

$107\frac{1}{2}$ M. *Argenton* (*Buffet*; *Hôtel de la Promenade*), a little town (6270 inhab.) on the *Creuse*, the *Argentomagus* of the Romans. We turn to the left on quitting the station. The *Creuse* is here spanned by two bridges, near the second of which are several quaint old houses. Of the castle, destroyed after the war of the Fronde, only a few scanty remains are now extant. — Branch-line to *Le Blanc* and (76 M.) *Poitiers* see p. 10.

About $11\frac{1}{4}$ M. to the N. is *St. Marcel*, a small town of 2570 inhab., formerly walled, with an interesting church of the Transition period. — In the pretty *Valley of the Bouzanne*, which is traversed by the road from Argenton to Châteauroux viâ *St. Marcel*, about 4 M. from the latter town, are several castles, some in ruins, but others still inhabited. About $\frac{1}{2}$ M. below the road, on the right bank, is the *Castle of Rocherolles*. At the same distance above the road, also on the right bank, are the ruins of *Prunget*; $11\frac{1}{4}$ M. farther on, on the left bank, are those of *Mazières*, on the site of a Celtic-Roman town. Still farther on, on the right bank, are the castles of *Broutay* (2 M.) and *Plessis* ($\frac{1}{2}$ M.).

The *Valley of the Creuse*, above Argenton, also displays some fine scenery. The village of *Gargillesse* (*Hôtel Chamblant*), $71\frac{1}{2}$ M. from Argenton, by the right bank of the *Creuse* (a fine walk), possesses a Transition church, with a fine crypt, wall-paintings of the 13th cent., and a curious old tomb. Adjacent is a ruined castle. About 2 M. to the W., on the left bank of the *Creuse*, are the remains of the castle of *La Prune-au-Pot*.

Near ($113\frac{1}{2}$ M.) *Célon*, to the right we see an old castle with machicolated towers. — 120 M. *Eguxon* (*Hôt. de France*), about $11\frac{1}{2}$ M. to the E. Omnibus to Crozant (see below), 6 M. to the S.E. About 3 M. to the N. is the ruined castle of *Châteaubrun*, on the right bank of the *Creuse*. — Station of *La Chapelle-Baloue*.

About $21\frac{1}{2}$ M. to the E. lies *Crozant* (*Hôt. du Rendez-Vous des Touristes*). On a rugged and sheer promontory, at the confluence of the *Sédelle* and



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the Creuse, stands the picturesque ruined *Castle (adm., 50 c.), a mediæval fortress the history of which is almost unknown.

From (125 M.) *St. Sébastien* (Buffet), a branch-line runs to (28½ M.) Guéret (p. 228). — 129 M. *Forgevieille*.

136½ M. **La Souterraine** (*Hôt. de France*), a town with 4770 inhab., still possessing a fortified gate of the 16th cent. and a very interesting Romanesque and Gothic church. In the cemetery is a *Lanterne des Morts*, a kind of tower in which a lamp was formerly kept burning through the night.

We next pass through a tunnel, 2/3 M. long, piercing the granite rock which forms the groundwork of the plain extending from Argenton to Thiviers (p. 42), about 40 M. beyond Limoges.

142 M. *Fromental*, with a château. Farther on our line is joined on the right by that from Poitiers (p. 9) and crosses a viaduct, 615 ft. long and 174 ft. high, with two tiers of arches. Fine view of the valley of the *Gartempe*. — 149 M. *Bersac*. The railway skirts (on the right) the wooded hills of the *Echelles* (2250 ft.) and threads a tunnel piercing the central chain of the Limousin.

153 M. *St. Sulpice-Laurière* (Buffet), a picturesque village surrounded with mountains, ½ M. from the station. From *St. Sulpice* to Poitiers, see p. 9; to Guéret, Montluçon, etc., see p. 229.

Our line next passes through a tunnel, ½ M. long, into the valley of the *Vienne*. 157 M. *La Jonchère*. — 162 M. *Ambazac*, with 3670 inhab. and a church, in the Romanesque and Gothic styles, containing a beautiful *Shrine of St. Etienne de Muret* in gilt and enamelled copper (12th cent.) and a dalmatic (deacon's garment) given by the Empress Matilda, wife of Henry V. of Germany (d. 1125). — The train now passes through two tunnels and reaches (166 M.) *Les Bardys-St. Priest*, beyond which it crosses a viaduct 111 ft. high. — 173 M. *Limoges* (Buffet).

Limoges. — **Railway Stations.** *Gare des Bénédictins* (Pl. D, 2, 3), the central station; *Gare de Montjovis* (Pl. A, 2), for the line to Angoulême, communicating with the former.

Hotels. ***GRAND-HÔTEL DE LA PAIX** (Pl. a; C, 4), Place Jourdan, R., L., & A. 3-6, B. 1¼, déj. 3, D. 3½, omn. ½ fr.; **RICHELIEU** (Pl. b; A, 4), Place d'Aine; **BOULE D'OR** (Pl. c; A, 3), Boulevard Victor-Hugo; **GRAND HÔT. VEYRIRAS** (Pl. e; A, 3), Rue Montmailler 29-33, near the Gare de Montjovis, well spoken of, R., L., & A. 2¾-3¾, B. 1, déj. 2½, D. 3½, omn. ½ fr.; **CAILLAUD**, Place Jourdan, next door to the Hôtel de la Paix, R., L., & A. 2, D. 3, omn. ½ fr.

Restaurant. *Taverne du Lion-d'Or*, Place de la République. — **Cafés.** *De la Paix*, etc., in the Place de la République; *de l'Univers*, *de la Division*, Place Jourdan.

Cab for 1-2 pers., per drive 1 fr., per hr. 1½ fr.; for 3-4 pers. 1½ fr. or 2 fr.; at night 1¼, 2, or 2½ fr. — **Tramways** traverse the Boulevards.

Post and Telegraph Office (Pl. B, 3), Boulevard de la Pyramide 7.

American Consular Agent: *Mr. Walter T. Griffen*.

The Churches are closed from midday to 2 p. m., according to a custom common in the S. of France.

Limoges, the ancient capital of the *Limousin*, now the chief town of the department of the *Haute Vienne*, the headquarters

of the 4th army corps, and the seat of a bishopric, rises in the form of an amphitheatre from the right bank of the Vienne. Pop. 72,697. Although the town has been greatly improved since its fortifications were demolished in the last century, especially of late years, during which its population has more than doubled, the older quarters still contain numerous narrow, crowded, and tortuous streets, impracticable for carriages and unfavourable to health. Many old timber-built houses still exist.

At the time of the Roman conquest this town was the capital of the *Lemovices*, a powerful Gallic tribe, able to send 10,000 men to the succour of Alesia. After its incorporation with the Roman empire it had a senate and abounded in fine buildings, such as temples, theatres, palaces, public baths, etc., of which, however, scarcely any trace remains. St. Martial, the patron-saint of the Limousin, first preached the Gospel here. The town preserved a part of its importance down to the Middle Ages, but unfortunately it formed two distinct towns, often at rivalry with each other, and it suffered much during the English wars, especially in 1370, when it was taken and sacked. The Religious Wars, plague, and famine desolated it afresh in the 16th cent., and in 1630-31 it again suffered from a terrible visitation of the plague. Under the administration of *Turgot* (d. 1781) it began to revive, but a terrible fire consumed nearly 200 of its houses in 1790. Of the numerous other fires from which it has suffered the most disastrous was that of 1864.

Limoges is well known as the birthplace of the greatest masters in the art of enamelling, which seems to have flourished here as early as the 12th cent. and reached its culminating period in the second half of the 16th century. The most famous masters were *Nardon Pénicaut*, *Léonard Limousin*, *Jéan* and *Pierre Courtays*, *Pierre Reymond*, and *Noël Laudin*. At the present day the porcelain of Limoges is highly prized, and the kaolin, or china-clay, prepared here, is exported to America and other countries. Admission is easily obtained to one of the numerous porcelain manufactories in the town, which employ about 5000 workmen and produce about 20 million pieces a year. Limoges has also thread and textile manufactories, large shoe and sabot-making workshops, etc.

The Gare des Bénédictins or d'Orléans (Pl. D, 2, 3) is in the lower part of the town, near the Place Jourdan and the cathedral. On the right, above it, is the *Champ-de-Juillet* (Pl. C, 2, 3), a large square, to the N. and W. of which lies an extensive modern quarter.

The *Place Jourdan* (Pl. C, 3, 4) is adorned with a bronze *Statue of Marshal Jourdan*, a native of Limoges (1762-1838), by Elias Robert. The first street to the left leads hence to the —

***Cathedral** OF ST. ETIENNE (Pl. D, 4), the most important and interesting building in the district, only recently completed. It occupies the site of a Romanesque church, of which the crypt (see below) still exists. The foundation dates from 1273; the choir was finished in 1327; the S. portal a little later; the N. portal and two bays of the nave in the latter half of the 15th century. The remainder of the building is partly of the 15th cent. and partly modern. To the left of the main portal, recently completed, is an octagonal *Spire* (200 ft.) rising in three stages from a square and massive lower story. It is partly Romanesque and partly Gothic in style and is surmounted with turrets. The *N. Portal* is very richly ornamented, but has no statues.

The INTERIOR presents a very imposing appearance. Beneath the organ is a magnificent *Rood Loft*, executed in 1533 and placed here in 1789. Its ornamentation, which is of the utmost delicacy, includes, curiously enough, six bas-reliefs representing the Labours of Hercules. Some of the *Stained-Glass Windows* date from the 14th cent., but have been restored in the 16th cent. and again more recently. In the choir are the interesting, though somewhat dilapidated, *Tombs* of three bishops: to the right is the tomb of Raynaud de la Porte (d. 1325); to the left those of Bernard Brun (d. 1349), and Jean de Lanjeac (d. 1541). The last has lost its bronze statue, but retains fourteen bas-reliefs representing the visions of the Apocalypse. — The *Crypt*, under the choir, is at present inaccessible. — In the *Sacristy* are some magnificent *Enamels* by Noël Laudin.

The streets to the W. of the cathedral lead to the **Hôtel de Ville* (Pl. C, 5), a fine structure in the Renaissance style, built in 1878-1881 by Alfons Leclerc. The *Museum of Painting and Sculpture* installed here is not very important though it contains some interesting antiquities. It is open to the public on Sun., 12-2; to strangers on other days also.

The Boulevard Gambetta, which ascends hence to the W., marks the limits of the ancient town. — The old *Rue de la Boucherie* (Pl. B, 4, 5) is still exclusively occupied by the butchers, whose guild was formerly very influential in the town. In front of the little church of *St. Aurélien* is a fine stone cross (15th cent.).

The church of *St. Michel* (Pl. B, 4), the spire of which, surmounted by a ball of disproportionate size, the visitor will have noticed on arriving, is of the 14-15th cent., with nave and aisles of equal height and width. It contains some stained-glass windows and modern paintings.

To the W. of this church in the *Place d'Aine* (Pl. A, 4) with the *Statue of Gay Lussac* (1778-1850), the chemist, erected in 1890. Here also is the *Palais de Justice*. This building and the *Place d'Orsay*, behind it, occupy the site of the Roman amphitheatre.

Adjacent, to the N., lies the extensive *Place du Champ-de-Foire*, on the other side of which stands an old hospice, containing provisionally the *Musée Céramique* (Pl. A, 3), one of the chief objects of interest in Limoges, now belonging to the State. It is open to the public on Sun. and Thurs. from noon till 4 or 5 o'clock, and to strangers on other days also. It occupies five rooms and consists mainly of a collection of porcelain and modern fayence, in which the ware of Limoges itself is represented to great advantage. — A special building is to be erected for the museum.

The adjacent *Place Denis-Dussoubs* (Pl. A, B, 3) is named in honour of a Limousin avocat, who was killed in Paris before a barracade at the coup d'état of 1851. His statue was erected here in 1892.

The Rue Turgot, to the E. of the *Place du Champ-de-Foire*, leads back to the *Place Jourdan*, passing near the *Place de la République* (Pl. B, C, 3, 4), on the S. side of which stands the *Theatre* (Pl. B, 4).

The *Church of St. Peter* (*St. Pierre*; Pl. C, 4), in the Rue Porte Tourny, to the S. of the *Place de la République*, dating chiefly from the 13th cent., is of irregular shape, with nave and double aisles

all of the same height. At the end it terminates in a flat wall. The interior contains at the E. end a fine stained-glass window of the 16th cent. by Pénicaud, representing the Death and Coronation of the Virgin (to the right), and some good modern windows by Oudinot.

To the S. of this church, in the Rue du Collège, is the *Lycée* (Pl. C, 4), dating substantially from the 17th and 18th centuries. The chapel contains an Assumption ascribed to *Rubens*.

An interesting excursion may be made from Limoges to *Solignac* and the *Castle of Chalusset*, see p. 105.

From Limoges to *Angoulême*, see p. 13; to *Le Dorat* and *Poitiers*, see p. 9; to *Périgueux*, see below; to *Toulouse*, see R. 12.

FROM LIMOGES TO USSEL (Clermont-Ferrand), 71 M., railway in $3\frac{3}{4}$ -4 hrs. (fares 12 fr. 75, 8 fr. 60, 5 fr. 60 c.). — The train starts from the Gare de *Bénédictins* (p. 39) and ascends the valley of the *Vienne*. $15\frac{1}{2}$ M. *S. Léonard* (Boule d'Or), an old industrial town of 6000 inhab., has a Romanesque church of the 11-12th centuries. — 32 M. *Eymoutiers* (Hôt. *Pintou*) a busy little town on the *Vienne*, has a Romanesque church (Gothic choir with fine old stained glass. — About 3 M. to the S. W. of ($45\frac{1}{2}$ M.) *Vian* is the *Saut de la Virole*, a very fine cascade formed by the *Vézère*. — The railway now crosses the *Vézère*, and attains its highest level (3015 ft.). — At (63 M.) *Meymac* we join the line from Tulle to Clermont-Ferrand 71 M. *Ussel*, see p. 236.

II. From Limoges to Bordeaux via Périgueux.

RAILWAY to *Périgueux*, $61\frac{1}{2}$ M. in $2-2\frac{3}{4}$ hrs. (fares 11 fr. 30, 7 fr. 50, 4 fr. 95 c.); from *Périgueux* to *Bordeaux*, 79 M. in $2\frac{3}{4}$ - $5\frac{1}{4}$ hrs. (fare 14 fr. 30, 9 fr. 60, 6 fr. 25 c.).

The line passes under the town by a tunnel 1115 yds. in length 7 M. *Beynac*; $12\frac{1}{2}$ M. *Nexon*, a place of 3155 inhab., with a church of the 12th and 15th and a château of the 16th century. Line to *Toulouse* via *Brive*, see RR. 15, 16. — $17\frac{1}{2}$ M. *Lafarge*. Fine view to the left. From ($23\frac{1}{2}$ M.) *Bussière-Galant* a branch-line diverges to *Saillat* (p. 13). Beyond (30 M.) *La Coquille* we traverse moorland and pass through a short tunnel.

$38\frac{1}{2}$ M. *Thiviers* (*Hôtel Lambert*), a small and prettily situated commercial town (pop. 3765), with a Romanesque church of the 12th cent. and the fine Renaissance *Château de Vococour*.

Branch-line to *Angoulême* via *Nontron*, see p. 13. This line is being extended to (49 M.) *Brive*, via ($12\frac{1}{2}$ M.) *Excideuil* (p. 45) and (20 M.) *Hautefort*, with a château of the 16-17th centuries. — *Brive*, see p. 106.

After passing through another tunnel we reach (45 M.) *Négrondes* and ($51\frac{1}{2}$ M.) *Agonac*, the latter with a Romanesque-Byzantine church. — 56 M. *Château-l'Evêque*, so named from its château, a building of the 14th cent., which was once the residence of the bishops of *Périgueux*.

TRAMWAY via *Chancelade* to *Brantôme* and *St. Pardoux*, see p. 45.

The train now crosses the *Beauronne* several times, describes a wide curve to the left, and enters the valley of the *Isle*. The line to *Bordeaux* runs to the right, crossing the *Isle*.

$61\frac{1}{2}$ M. *Périgueux*. — *Hotels*. HÔTEL DE FRANCE (Pl. a; D, 3), Place *Francheville*; DES MESSAGERIES, same Place (Pl. b), R., L., & A. 4-5, déj. $2\frac{1}{2}$, D. 3, omn. $\frac{1}{2}$ fr.; DE L'UNIVERS (Pl. c; D, 3), Rue de *Bordeaux*; DU

stories (the first with pilasters, the second with columns), a circular story surrounded by a colonnade, and, lastly, a kind of dome covered with fish-scale ornamentation (like Notre-Dame at Saintes, p. 30).

The Rue St. Front, which leads to the right, passing in front of the *Freemasons' Lodge*, a noteworthy modern edifice, ends to the N. of the cathedral at the *Cours Tourny* (Pl. E, F, 1), a fine promenade planted with trees, and containing the Museum, the Préfecture, and a statue of Fénelon.

The **Museum** (Pl. F, 1), to the right, is open to the public on Sun. and Thurs. from 1 to 4 p. m.

GROUND-FLOOR. Room I. Roman sculptures, inscriptions, and architectural fragments; modern sculptures. — Room II. Antique inscriptions, vases, glass, etc.; prehistoric remains; mediæval arms; bronzes; fine Renaissance chimney-piece. — FIRST FLOOR. Chief Room. Paintings: 11. *O. Venius*, Conception of the Virgin; 22. *Bronzino*, Portrait; 16. *P. Bouillon*, Œdipus and Antigone; 103. *R. Fleury*, Death of Montaigne; 51. *Guet*, Troops returning from the Crimea; 316. *Venetian School of the 17th cent.*, Venus and Adonis; 104. *Rugendas*, Fox-hunting; 33. *J. L. David*, Mars disarmed by the Graces; 105. *H. Scheffer*, Virgin and Child; 368. *J. E. Lafon* (of Périgueux), Mary Magdalen at the Sepulchre; 32. *Dauzats*, Toledo; 69. *Labbé*, Friday on the Asiatic shores of the Bosphorus; 86. *Maratti*, Nativity; 52. *Giordano*, St. Paul on the way to Damascus; 12. *Bloemaert*, Landscape; 56. *Guesnet*, Roland at Roncevalles. — 135. *J. B. Debay*, Bust of Montesquieu; 147. *Maillet*, Young huntsman (bronze). — The glass-cases contain enamels (78. *Laudin*; 94. *Nouailher*) and small works of art. — 130. Bust of Attila, an Italian work of the 16th cent.; 335. Portrait, Landscape (p. 45). — The Cabinet contains engravings, drawings, porcelain, and a few paintings: 24. *Carpaccio*, Arrival and Adoration of the Magi (sketch); 83. *Fil. Lippi*, Virgin and Child; 54. *Giotto*, Virgin and Child, with saints.

Farther on, at the end of the Cours Tourny, we obtain a fine view of the valley of the Isle. To the left rises the *Préfecture*, a modern building in the Italian style. At the opposite end of the Cours is a bronze *Statue of Fénelon*, a native of Périgord (1651-1715), by Lanno (1840).

To the left lies the **Cours Michel-Montaigne** (Pl. D, E, 1, 2), which extends from this point to the Place Bugeaud (p. 39) and is the most animated part of the town. It is embellished with statues of two other illustrious natives of Périgord: *Montaigne*, the essayist (1533-92), also in bronze by Lanno, and *General Daumesnil* (1776-1832), in bronze after Rochet.

Returning to the Place Bugeaud, we descend to the left to the *Place Francheville* (Pl. D, E, 3), near which, on the left, rises the *Tour Mataguerre* (Pl. E, 3), a relic of the 15th cent. fortifications.

The street on the other side of the Place Francheville leads to the church of **St. Etienne** (Pl. D, 4), in the Cité. This church, which was the cathedral until 1669, is of almost the same period as St. Front and resembles it in style, but it has now only two cupolas. In the interior is a carved oak reredos, 30 ft. high and 36 ft. wide, executed by a Jesuit in the 18th cent. and representing the Assumption. The pulpit and the frescoes by M. Brucker deserve notice.

The street to the right, in front of the church, leads to the N.W. to the ruins of the **Amphitheatre** (Pl. C, 3), a Celtic-Roman erection of the 3rd cent., the only remains of which are a few arches and fragments of walls, in the middle of a square. The amphitheatre was about 440 yds. in external, and 290 yds. in internal circumference.

The street running to the S. from the Amphitheatre crosses the railway by a bridge, whence there is a view of the *Château Barrière* (Pl. C, 4), dating from the 10-12th cent., and built on the Roman fortifications, of which two towers still remain. It was burned by the Protestants in 1575. The entrance is on the other side. Beyond this bridge is the *Tour Vesone* (Pl. D, 4), another relic of the Roman period. This is a cylindrical building, open on one side, which is supposed to have been the *cella* of a temple.

From Périgueux to Agen and Tarbes, see R. 14; to Brive, Tulle, Clermont-Ferrand, etc., see p. 105, and R. 36 B. — *Grotte de Miremont*, see p. 101.

FROM PÉRIGUEUX TO RIBÉRAC, 23 M., railway in 1-1½ hr. (fares 4 fr. 15, 2 fr. 80, 1 fr. 80 c.). — 12½ M. *Lisle*, 5 M. to the N.E. of which, in the valley of the Dronne, is *Bourdeilles*, which has a curious castle of the 14th and 16th cent., with a keep 130 ft. high. — The line then follows the valley of the Dronne. 14¼ M. *Tocane-St. Apre*, 3 M. to the N. of which is *Le Grand-Brassac*, boasting of a Romanesque-Byzantine church of the 13-14th cent. with cupolas and very remarkable sculptures in excellent preservation. — 18 M. *St. Méard*. — 23 M. *Ribérac* (p. 13).

FROM PÉRIGUEUX TO ST. PARDOUX (*Nontron*), 33 M., steam-tramway, starting from the Place Francheville (Pl. D, E, 3). — 4½ M. *Chancelade*, with an old abbey-church. — 7 M. *Château-l'Évêque* (p. 42). — 20½ M. **Brantôme** (*Hôtel Chabrol*), a town of 2422 inhab., prettily situated on the *Dronne*. It possesses the interesting remains of an old Benedictine abbey, dating from the days of Charlemagne, and once owned by the chronicler Pierre de Bourdeilles (1527-1614), who assumed its name. The Romanesque *Tower*, standing on a sheer rock honeycombed with caverns, is one of the oldest in France. The *Church* is partly Romanesque and partly Gothic. Adjoining are portions of the 15th cent. *Cloister*. The abbey itself was rebuilt in the 18th century. — Bourdeilles (see above) lies 5 M. to the S.W. The château of *Richemont*, 5 M. to the N.W., was built and inhabited by Brantôme. — 33 M. *St. Pardoux*, on the line from Angoulême and Nontron to Thiviers (p. 42).

FROM PÉRIGUEUX TO ST. YRIEIX, 46½ M., steam-tramway from the Place Francheville. The chief station on this interesting route is (22½ M.) *Excideuil* (p. 42), with a château of the Talleyrand-Périgord family (13-16th cent.). — 46½ M. *St. Yrieix*, see p. 106.

The Bordeaux line now follows the valley of the Isle as far as its confluence with the *Dordogne*, crossing the river several times. Many picturesque castles are seen on the banks. 67½ M. *Razac*, in a hilly district. — 72 M. *St. Astier*, with a domed church of the 11-12th cent., afterwards rebuilt. — 77 M. *Neuvic*, with a château of the 16th century. From (83 M.) *Mussidan* a branch-line runs to (20 M.) *Bergerac* (p. 14). — 88 M. *Beaupouyet*; 93 M. *Montpont*. About 3 M. to the N. of the last is the Carthusian convent of *Vauclaire*, dating from the 14th cent. and lately restored. — 98 M. *Soubie*. Beyond (104 M.) *St. Médard*, we join the line from Paris to Bordeaux.

108 M. *Coutras*, and thence to (139 M.) *Bordeaux*, see p. 14.

6. Bordeaux.

Railway Stations. Bordeaux has three railway stations: (1) *Gare de Paris* or *de la Bastide* (Pl. E, 4, 5), the central station, on the right bank of the Garonne, facing the town; (2) *Gare du Midi et de l'Etat* or *de St. Jean* (Pl. E, 7; buffet), to the S., on the left bank of the Garonne, 1 $\frac{1}{2}$ M. from the centre of the town, communicating with the *Gare de Paris* (see p. 3); (3) *Gare du Médoc* (Pl. D, 1) at the N. end, for the line of that name and for trains to Lacanau (R. 7). — The *Gare de la Sauve* (Pl. F, 6) is no longer used for passenger-traffic. There are no hotel-omnibuses, but the trains are met by railway-omnibuses and cabs (see below).

Hotels. HÔTEL DES PRINCES ET DE LA PAIX, Cours du Chapeau-Rouge 40, near the Grand Theatre (Pl. C, 4); DE FRANCE ET DE NANTES, Rue Esprit-des-Lois 11, close to the Bank (Pl. C, 4), R. (3rd floor) 3, L. 1 $\frac{1}{2}$, A. 1, déj. 5, D. 6 fr.; *RICHELIEU, Cours de l'Intendance 4, near the Place de la Comédie (Pl. C, 4), R. from 3, déj. 3, D. 3 $\frac{1}{2}$, served separately, 4 and 5 fr.; DES AMBASSADEURS, Cours de l'Intendance 14 (Pl. B, C, 4), similar charges; MÉTROPOLE, Rue Condé and Rue Esprit-des-Lois, near the Theatre, R. 3-15, L. & A. 11 $\frac{1}{2}$ -2, B. 11 $\frac{1}{2}$ -2, déj. 4, D. 5 fr. (or à la carte), pens. 12-15 fr.; DE BAYONNE, Rue Martignac 4, near Notre Dame (Pl. C, 4), no table-d'hôte; DE NICE, Place du Chapelier 4, refitted; DES AMÉRICAINS (commercial), Rue Condé 6, déj. 3, D. 3 $\frac{1}{2}$ fr.; DES QUATRE-SŒURS, Cours du Trente-Juillet 6, restaurant à la carte; LANTA, Rue Montesquieu, 6, near the Marché des Grands-Hommes (Pl. C, 4; restaurant, dear); DE TOULOUSE, Rue Vital-Carles 6-8, and Rue du Temple 7; GR. HÔT. CENTRAL, GR. HÔT. & RESTAURANT FRANÇAIS, Rue du Temple 8 and 12 (Pl. C, 5); NICOLET, Rue du Pont de la Mousque 10 (Pl. C, 4, 5), R., L., & A. 2 $\frac{1}{2}$ fr., good restaurant; D'AQUITAINE & DE LA GIRONDE, Place St. Remi and Rue du Pont de la Mousque; MONTRÉ, Rue Montesquieu 4, NORMANDIE, Rue Gobineau and Cours du Trente-Juillet, DELARC, Rue de Grassi 18 (Pl. C, 5), these three hôtels meublés; DU PÉRIGORD, D'ORLÉANS, third-class houses, in the Rue Mautrec. — HÔTEL DU PRINTEMPS, R. 2 fr.; DU FAISAN (R., L., & A. 2 $\frac{1}{2}$ -5 $\frac{1}{2}$, déj. 2, D. 3 fr.), Rue de la Gare, and the other hotels near the Gare du Midi are all 3rd class houses.

Restaurants. At most of the hotels; *Chapon-Fin*, Rue Montesquieu 7, déj. 2 $\frac{1}{2}$, D. 3 fr. (also à la carte); *Comédie*, at the Grand Theatre, déj. 4, D. 5 fr.; *de Paris*, Allées de Tourny 26; *de Tourny*, same street No. 16; **Café Bibent*, same street, No. 1; at these three déj. 2 $\frac{1}{2}$, D. 3 fr.; *Parisien*, Rue Mably 7 (Pl. C, 4), déj. 1 $\frac{1}{2}$ fr.

Cafés. *Café de Bordeaux*, Place de la Comédie 2; *Café de la Comédie*, in the Grand Theatre; *Grande Taverne Anglaise*, etc., on the E. side of the Allées de Tourny; *Café de l'Opéra*, Cours du Chapeau-Rouge 50; *Cardinal*, *Tortoni*, *Montesquieu*, Cours du Trente-Juillet 2, 8, and 12; *Bibent*, Allées de Tourny 1; *Turc*, Place Gabriel, at the Exchange. — There are several *Brasseries* (beer-houses) in the Allées de Tourny.

Voit. de Place.	From 6 a. m. to midnight.			From midnight to 6 a. m.		
	Drive	1st hour	Each addit. hour	Drive	1st hour	Each addit. hour
One-horse	1 fr. 75	1 fr. 75	1 fr. 50	2 fr. 25	2 fr. 25	1 fr. 75
Voit. sous Remise.						
One-horse (coupé)	2 » —	2 » —	1 » 75	3 » —	3 » —	2 » 25
» (fiacre)	2 » —	2 » —	1 » 75	3 » —	3 » —	2 » 50
Two-horse (closed)	2 » —	2 » —	1 » 75	3 » —	3 » —	2 » 50
» (open)	3 » —	3 » —	2 » 50	4 » —	4 » —	3 » —

In hiring by time the first hour must be paid for in full, after which the time may be reckoned by spaces of $\frac{1}{4}$ hr. — *Luggage*: 50 c. for 1 or 2 packages, then 25 c. per package. — Outside the barrier the charges are somewhat higher. — Per Day (12 hrs.), 15, 20, and 25 fr. according to the carriage.

Tramways and Omnibuses. There are eight lines of tramway (see Plan) and five lines of omnibuses with 'correspondances' as in Paris. Fares inside



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The Bacon

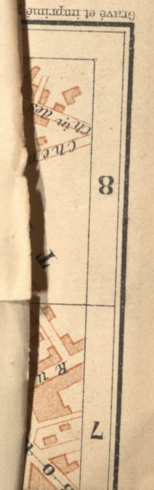
Mrs. S. E. BACON, Proprietress.

St. Joseph, Mo.

189

Perpignan - Narbonne	p 196	}	1
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BORDEAUX

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20 c., outside 15 c. (including correspondance); return, 30 c., 25 c. — **Tramways** (managed by a British company). 1. From the *Boulevard Jean-Jacques-Boscq* (to the S. E. of Pl. F, 8) or *Footbridge* (Pl. E, 7) to the *Rue Lucien-Faure* (Pl. F, 1). — 2. From the *Place Magenta* (Pl. B, 6) to the *Bastide* (Pl. F, 4). — 3. From the *Gare du Midi* (Pl. E, 7) to the *Gare du Médoc* (Pl. D, 1) or *Rue Lucien-Faure*. — 4. From the *Place de Bourgogne* (Pl. D, 5) to the *Boulevard du Tondu* (to the W. of Pl. A, 6). — 5. From the *Place Richelieu* (Pl. C, D, 4) to the *Boulevard du Bouscat* or *de Caudéran* (Pl. A, 2), viâ the *Allées de Tourny*. — 6. From the *Place Richelieu* to the *Boulevard de Caudéran*, viâ the *Rue Judaique* (Pl. A, B, 4) or *Rue de la Croix-Blanche* (Pl. A, 4). — 7. From the *Place Richelieu* or *Croix de St. Genès* to the *Boulevard de Talence* (Pl. B, 8), viâ the *Rue de St. Genès* (Pl. B, 6-8) or *Rue de Pessac* (Pl. B, 6, 7). — 8. From the *Place d'Aquitaine* (Pl. C, 6) to the *Boulevard de Talence* (Pl. B, 8), viâ the *Route de Toulouse* (Pl. C, 7, 8), or viâ the *Route de Bayonne* (Pl. B, C, 7, 8) — **Omnibuses**. 1. From the *Rue Lucien-Faure* (Pl. F, 1) to the *Passage Lormont* (to the N. E. of Pl. F, 1). — 2. From the *Quai des Chartrons* (Pl. D, 2, 3) to the *Cours d'Albret et d'Aquitaine* (Pl. B, 6). — 3. From the *Place de la Comédie* (Pl. C, 4) to the *Place Nansouty* and *Boulevard de Bègles* (Pl. C, 8). — 4. From the *Place de la Bourse* (Pl. C, D, 5) to the *Boulevard du Tondu et de Caudéran* (Pl. A, 3-5). — There are other omnibus services in the environs.

Railway Omnibuses. These ply from the following offices in the town. For the *Gare de Paris*: Rue Gobineau 2, at the *Allées de Tourny* (starting $\frac{3}{4}$ hr. before the departure of the train). For the *Gare du Midi*: Cours du Trente-Juillet 16 (starting 35 min. before the departure of the train). For the *Gare du Médoc*: Rue Gobineau 2. Fare from the office 25-30 c., from a private house 50 c.; each article of luggage 20 c.

Steamers. *Hirondelles*, *Gondoles*, and *Abeilles* ply in the harbour and to places in the immediate vicinity. Larger steamers run to Castets, La Réole, Agen, and other places above the town, and to Pauillac, Royan, etc., below (see p. 58). Ferry to La Bastide every 5 min. (10 c.). — For the steamers of the *Messageries Maritimes*, of the *Pacific Steam Navigation Company*, and of the *Compagnie Générale Transatlantique* (South America, etc.), see the *Indicateur* or the *Livret Chaix*.

Commissionnaires. Per $\frac{1}{2}$ hr., with a letter, 25 c.; per hr., with a parcel of any weight 50 c., or 60 c. if a barrow is required.

Post & Telegraph Office, Rue du Palais Gallien 7-13 (Pl. B, 4), near the *Place Gambetta*; several sub-offices. — *Telephone* to Paris, 5 min.'s use $3\frac{1}{2}$ fr. by day, 2 fr. 10 c. at night.

Theatres. *Grand Théâtre* (Pl. C, 4), for opéras (prices 1-5 fr.); *Théâtre Français* (Pl. B, C, 4); *Des Arts* (Pl. B, 4, 5; $\frac{1}{2}$ -4 fr.), Rue Castelnau-d'Auros 1-7; *Casino des Lilas*, Boul. de Caudéran. — *Cirque Bordelais*, Quai de la Grave, above the stone bridge; *Hippodrome*, Boul. de Caudéran. — *Bands* play in the *Jardin Public* (p. 51), *Parc Bordelais* (p. 56), etc.

Baths. *Hot Baths*, Allées de la Place des Quinconces ($1\frac{1}{4}$ fr.). *Cold Baths*, Ecoles de Natation, above the Pont de Bordeaux, etc. *Hydropathic Establishment*, Place Longchamp 4 (Pl. B, 3; from 60 c.).

Consulates. British Consul, Mr. William Ward, Cours de Gourgues 9; Viceconsul, Mr. W. J. Norcop. — American Consul, Mr. John M. Wiley.

English Church, Cours du Pavé-des-Chartrons (Pl. C, 3); Chaplain. Rev. J. W. L. Burke. — *French Protestant Churches*, Rue du Hâ 32 (Pl. C, 5), Rue Notre-Dame (Pl. D, 3), Rue Barenes 19 (Pl. B, C, 3), and Impasse St. Jean (Pl. D, 7). — *German Protestant Church*, Rue Tourat 31 (Pl. C, 3).

Bordeaux, the ancient capital of *Guyenne*, the chief town of the department of the *Gironde*, the headquarters of the 18th army corps, and the seat of a bishopric and a university (5 faculties), is a town with 252,415 inhab., situated on the left bank of the *Garonne*, 16 M. from the Bec d'Ambès at the confluence of this river with the *Dordogne* (p. 59), and 60 M. from its mouth on the Atlantic.

It is the fourth largest town in France and also one of the leading towns in the republic in virtue of its commerce (p. 49), its splendid site, and its imposing appearance. The Garonne furnishes it with an excellent harbour and with a safe and convenient waterway to the ocean.

Burdigala, the capital of the *Bituriges Vivisci*, was one of the chief cities of Gaul in the Roman period. It became the capital of *Aquitania Secunda*, endured the devastations and the yoke of the Vandals, Visigoths, Franks, and Normans, and became part of the Duchy of Aquitaine or Guienne, which passed to England on the marriage of Eleanor to Henry Plantagenet (see p. 6). More fortunate than other towns of the province, it suffered little from the wars for supremacy between France and England, and it became loyally attached to its new masters, who did much to encourage its commerce, and retained it in their hands for 300 years (down to 1453). The imposition of the salt-tax, under Henri II., caused a serious insurrection here, for which the town was cruelly punished by the Constable de Montmorency in 1548. Contests also arose between the Catholics and Protestants of Bordeaux, and 264 of the latter were massacred after St. Bartholomew's Day. The district was again disturbed by dissensions under Louis XIV., who regarded the town with particular favour. From the reigns of Louis XV. and Louis XVI., when Bordeaux had for its governor the Marquis of Tourny, date its principal embellishment and the construction of its spacious thoroughfares. The ambition of its 'Parlement' was easily repressed; but it did not so easily escape the consequences of revolting against the Convention after the proscription of the Girondins, at the head of whom were Vergniaud, Guadet, Gensonné, Grangeneuve, Ducos, and Fonfrède, the deputies of the department. The town could not reconcile itself to the rule of Napoleon, who ruined its commerce, but its attachment to the Bourbons was also lukewarm. In 1870-71 it was for three months the seat of the Provisional Government, and then of the National Assembly, which here accepted the preliminaries of peace with Germany.

The traveller who reaches Bordeaux by the Paris line, quitting the train at the Gare de la Bastide, at once gains an idea of the imposing character of the town, as he enters it by the ***Pont de Bordeaux** (Pl. D, 5). This bridge was for a long time without a rival and it is still one of the most remarkable in the world. An attempt made in 1810 to build a bridge of timber was abandoned, and the present permanent one of stone and brick was erected (1819-21) by the engineers Deschamps and Billaudel. It is 532 yds. long and 16 yds. wide, and has 17 arches, the central and widest of which have a span of 87 feet. Inside, between the arches and the roadway, are passages, which lighten the structure and facilitate its being kept in a proper state of repair without interruption to the traffic. The interior may be visited (9-11 and 1-5) by applying to the custodian, who lives at the Bastide end of the bridge. The bridge commands a splendid ***View** of the town and harbour. Higher up the river we see the *Railway Tubular Bridge*, which is 546 yds. long and is connected with a viaduct 110 yds. in length. The railway bridge also has a passage for pedestrians. Near it, on the left bank of the river, is the *Gare du Midi*.

The **Harbour** is one of the chief attractions of Bordeaux. The Garonne here describes an almost complete semicircle, the arc of

which measures $3\frac{1}{2}$ M. and the radius about 2 M. Along this crescent stretches the town, which is in the shape of a half-moon and is barely $1\frac{1}{4}$ M. across at its widest part. Although Bordeaux is 60 M. from the mouth of the Gironde, the tide comes quite up to it and vessels of 2000 or 2500 tons easily reach the port. The ordinary depth of the river here is 20 ft., and this is sometimes doubled at spring-tides. From 1000 to 1200 ships can anchor in the harbour; and a vast floating basin, 25 acres in extent, has lately been constructed lower down, at the end of the quays, for the accommodation of the largest vessels, of which it can hold seventy or eighty. Spacious quays, dating, like most of the adjoining buildings, from the end of the 18th cent., extend from one end of the harbour to the other. Bordeaux, which now ranks as the third seaport of France, has regular communications with most of the ports of the Atlantic, the English Channel, the North Sea, and the Baltic, with N. and S. America, with Africa, and with India, and its shipping amounts annually to nearly 2 millions of tons. Its commerce is chiefly in wines, colonial produce, metals, English coal, timber from N. Europe, vinegar, grain, brandy, and manufactured products. It is at the same time an industrial town, and has a large number of dockyards and establishments for the supply of everything connected with shipping.

The *Cours Victor-Hugo* (Pl. C, D, 5, 6; see p. 54), which forms a continuation of the Pont de Bordeaux and bends to the right towards the cathedral, marks the limits of the old town, which in the other direction (down stream) did not extend beyond the Place des Quinconces (see below). The *Porte de Bourgogne*, at the beginning of the Cours, was erected in 1751-55, but altered in 1807. From the Quai de Bourgogne, the first below the bridge, the *Cours d'Alsace-Lorraine* (Pl. C, D, 5), a wide and handsome new street, leads to the W. direct to the cathedral. Farther along the quay, to the left, is the *Porte de Cailhau*, called also *Porte Royale* or *Porte du Palais* (Pl. D, 5), the ancient gateway of the Palais de l'Ombrière, pulled down in 1800, once the residence of the Dukes of Aquitaine, and afterwards the seat of the governors of the district and of the Parlement of Bordeaux. It is a fine Gothic structure flanked by two round towers dating from 1495.

The Quai de Bourgogne is adjoined by the Quai de la Douane, with the *Hôtel de la Douane*, or *Custom House* (Pl. C, D, 5), built by Jacques Gabriel at the end of the 18th cent., under the Marquis de Tourny. Adjacent is the *Place de la Bourse*, adorned with the fine bronze *Fontaine des Trois Grâces*, executed by Gumery, after Visconti. The *Hôtel de la Bourse* or *Exchange* (Pl. C, 4, 5), which is a counterpart of the Hôtel de la Douane, built at the same time and by the same architect, has lately been restored, and the N. façade in the Place Richelieu, and the W. façade, towards the Cours du Chapeau-Rouge (see below), are new. The old allegorical sculp-

ures on the pediments of the Bourse are due to Francin, the new Coueffard (Place Richelieu) and to Jouandot.

A little farther on is the **Place des Quinconces** (Pl. C, 4), the largest in Bordeaux, occupying the site of the Château Trompette (Troyette), built at the same time as the Fort du Hâ (p. 55), by Charles VII., after the submission of Bordeaux in 1453, to ensure the obedience of the town. This château was destroyed in 1789. The Place is 425 yds. long and 360 yds. wide, without reckoning the semicircle with a fountain, which forms an addition to it on the side opposite the quay. On the side next the river are two *Coastal Columns*, 65 ft. high, surmounted by statues of Commerce and Navigation, by Manceau, and serving also as lighthouses. To the right and left of these are two *Bathing Establishments*. Nearer the middle of the square, among the trees, are colossal marble statues of *Montaigne* (d. 1592; to the S.) and *Montesquieu* (d. 1755; to the N.), two celebrities of the province, by Maggesi (1858).

In the centre of the place a *Monument to the Girondins* (p. 48), by Dumilâtre and Riche, is to be unveiled in 1895. The design includes a column surmounted by a gilded bronze statue of Liberty and surrounded by groups of the leading Girondins; and two fountains with figures of Concord and the Republic seated in cars drawn by sea-horses.

The Rue Foy leads to the N. from the Place des Quinconces, passing the vast warehouses of the *Entrepôt Réel*, to the church of *St. Louis* (Pl. C, 3), a fine modern Gothic edifice in the style of the 13th cent., with one spire, and an elegant porch.

The Cours du Trente-Juillet, which runs along the W. side of the Quinconces, ends on the N. at the Jardin Public (p. 51)¹ and on the S. at the Allées de Tourny (see below) and the **Place de la Comédie** (Pl. C, 4). The last, which owes its name to the neighbouring theatre, is the busiest point in the town, of which it may be called the centre. To the E. runs the handsome Rue Esprit-des-Bois, and to the S. is the busy but narrow and crowded Rue Ste. Catherine. The S. side of the Place de la Comédie also joins the main line of thoroughfare which intersects the town from E. to W., beginning at the Quai de la Bourse with the *Cours du Chapeau-Rouge*, which is continued towards the W. by the *Cours de l'Intendance* and the *Rue Judaïque*.

The **Grand-Théâtre** (Pl. C, 4), to the S. of the Place de la Comédie, built in 1755-80 by Victor Louis, but lately restored, has long ranked as one of the finest theatres in Europe. It is in the classical style and is 290 ft. long, 154 ft. broad, and 62 ft. high. In front is a portico of twelve Corinthian columns, above which is a balustrade with twelve colossal statues. At the sides are spacious colonnades. The most noticeable features of the interior are the vestibule, with its sixteen Ionic columns; the grand staircase, which ascends in two flights; and the circular auditorium, which is embellished with twelve composite columns. Above the vesti-

bule is a concert-hall. — It was in this theatre that the sittings of the National Assembly were held in 1871.

Behind the theatre is the *Préfecture* (Pl. C, 4), also built by Louis, in 1775, for the 'Avocat Général' of the Bordeaux Parliament. The façade, towards the Cours du Chapeau-Rouge, was restored in 1873.

The *Allées de Tourny* (Pl. C, 4), an oblong 'Place', formerly embellished with trees, now offer one of the most bustling scenes in Bordeaux. Most of the cafés (p. 46) are situated here. At each end is a monumental fountain. In the middle formerly stood a bronze statue of Napoleon III., by Debay, on the pedestal of which might be read the words from his famous Bordeaux speech (1852): 'L'Empire, c'est la paix'; but this was removed in 1870.

A little to the left is the church of *Notre-Dame* (Pl. C, 4), founded in the 13th cent., rebuilt in 1701 in the style of the period, and restored in 1834. The internal decorations are elegant and luxurious. We note especially some paintings by Romain Cazes, the chief of which is a large fresco representing the Madonna enthroned (1874).

To the right of the church, in the Rue Mably, is the new *Public Library*, open daily, except holidays, 11-4 and 8-10 in winter, 11-5 in summer; during the vacation (Sept. and Oct.) on Wed. only, 11-4. The library comprizes upwards of 150,000 volumes and 250 MSS. The chief curiosity is a copy of the 'Essays' of Montaigne, covered with annotations in the handwriting of the author. There is here also a *Collection of Arms and Antiquities* (open on Sun. and Thurs. from 11 to 4 or 5). — Behind the library is the *Marché des Grands-Hommes*, a circular market-hall of iron and glass.

On the N.W. the Allées de Tourny end in a small circular Place with a *Statue of Tourny*, of no artistic merit, erected in 1825. To the left diverges the Cours de Tourny, leading to the Place Gambetta; to the right is the Cours du Jardin-Public.

The *Jardin Public* (Pl. B, C, 3), which was originally laid out by the Marquis de Tourny, but completely transformed in 1859, is the finest promenade in Bordeaux. It consists of two parts: an *English Park*, with a large number of splendid magnolias and other exotics, and a well-stocked *Botanical Garden*, with large conservatories. A grove of China palms (*Chamærops excelsa*) flourishes here in the open air. The park is much frequented on Sun. and Thurs., when a military band plays here at 8 p. m. in summer and 2.30 p. m. in winter. — On the S.W. side of the garden, and with a direct entrance from it, is the *Museum*, open on Sun. and Thurs., 11-5 in summer, and 11-4 in winter, and to strangers on other days also. It comprises natural history, ethnographical, and prehistoric collections; the first being much the largest.

Leaving the Jardin Public by the gate at the S.W. corner, beyond the Museum, and taking the Rue du Colisée, the fourth cross-

street to the right, we see in front of us the main part of the ruins of the **Amphitheatre** (Pl. B, 3), generally called the *Palais Gallien* because the Emperor Gallienus (d. 268) is supposed to have erected it. The arena proper was oval in form and measured 84 yds. by 60 yds., while the whole structure was 144-149 yds. long and 114-124 yds. wide. A great part of the building was still standing in 1792. The four arches under which the street passes formed the W. entrance. The ruins at this point are still over 60 ft. in height.

From the amphitheatre we may proceed to the S. to the old cathedral of **St. Seurin** (Pl. B, 4), built in the 11th cent. on the site of a much more ancient church. Parts of the building, however, are not later than the 13-15th cent., and a few additions have been made more recently still. The W. façade, which is surmounted by a spire, is of the 11th cent., but it was masked in 1829 by a poor porch. On the S. side is an interesting *Doorway of the 13th cent., with a Renaissance porch in front of it. The principal subject of the sculptures, which have been restored, is the Last Judgment.

The **Interior** is very low and dark. The roof is borne partly by enormous round pillars, and partly by pillars grouped with half-columns. The church is throughout embellished with fine modern stained-glass windows. To the left, in front of the choir, is a large new Gothic chapel, near which is a chapel of the 13th cent., with graceful arches and a handsome altar. The choir contains an elaborate episcopal throne in the Flamboyant style. On an altar in front of the throne is an ancient alabaster altar-screen, part of which is in the Chapel of the Virgin. Its sculptures, comprising about 40 groups, represent the Crucifixion and scenes from the life of St. Seurin, Bishop of Bordeaux in the 5th century. Under the choir is a very old and interesting *Crypt*, divided into three vaulted aisles with semi-circular vaulting (for adm. apply to the sacristan). It contains a Renaissance cenotaph, placed over the tomb of St. Fort, first Bishop of Bordeaux, the tomb of St. Veronica, and six marble sarcophagi, of the 1-6th cent., adorned with sculpture.

Crossing the Allées Damour, to the S. of St. Seurin, and following the Rue Judaïque, to the left, we soon reach the Rue St. Seurin, in which, to the left, is the *Institution Nationale des Sourdes-Muettes* (Institution for Female Deaf-Mutes; Pl. B, 4), a handsome classical building, with a statue of the Abbé de l'Épée at the entrance. Nearly opposite, to the S., is a large *École Professionnelle*.

A little farther on the Rue Judaïque ends at the *Place Gambetta* (Pl. B, 4, 5), a fine square from which the Cours de l'Intendance and the Cours Tourny diverge to the E. and N. E. From its S. E. corner we enter the Rue Porte-Dijeaux, so named from an old town-gate, and turn at once to the right into the Rue des Remparts, which takes us to the Hôtel de Ville, the new Musée, and the Cathedral. The **Hôtel de Ville** (Pl. B, 5), formerly the archiepiscopal palace, was built in 1770-81 for the Prince-Cardinal de Rohan-Guéméné and was restored after a fire in 1862. It is a handsome building with a conspicuous entrance between two colonnades.

The **Musée** (Pl. B, 5), at the back of the Hôtel de Ville, and facing the Cours d'Albret, consists of two wings, one on each side

of a small garden. It is open to the public daily, except Mon. and Frid., from 12 to 5 in summer and 12 to 4 in winter; and strangers are admitted on Mon. and Frid. also.

The **Right Wing** is devoted to the old masters. — The VESTIBULE contains a few sculptures: 708. *Hoursolle* (of Bordeaux). This age is pitiless; 712. *Lemot*, Apollo. — Room I. To the right, 223. *P. Grebber*, Bathsheba bathing; 233. *Holbein the Younger*, Portrait; 568. *Monvoisin*, Battle of Denain (1712); 80. *School of Murillo*, Virgin and Child; 41. *Lorenzo di Credi*, Annunciation; 146. *Titian*, Triumph of Galatea; 32. *L. Carracci* (?), Dance of Amorètti; 76. *Murillo*, St. Anthony of Padua in an ecstasy; 23. *P. Veronese*, Holy Family; 117. *Sabattini*, Holy Family; 664. *Dutch School*, Portrait; 22. *P. Veronese*, The Woman taken in adultery; 75. *Moya*, Portrait of a painter; 125. *Solimena*, Joseph in prison; *12. *Pietro da Cortona*, Virgin and Child; 138. After *Andrea del Sarto*, Holy Family; 113. *Salvator Rosa*, Ajax; *147. *Titian* (?), The Woman taken in adultery; 643. *Italian School*, David before Saul; 78. *Murillo* (?), Portrait of Don Luis de Haro; 21. *Paolo Veronese*, Adoration of the Magi; 2. *Correggio* (?), Ganymede; 108. *Seb. Ricci*, Love jealous of Fidelity; 103. *Ribera*, Conventicle; *143. *Vasari*, Holy Family; 63. *Liberi*, St. Apollonia and an angel; 15. *Moretto*, Virgin and Child; 8. *Fra Bartolommeo*, Holy Family; 84. *Palma Vecchio*, Holy Family; 139. *Perugino*, Virgin and Child, with SS. Jerome and Augustine; 87. *Palmezzano*, Crucifixion; 77. *Murillo* (?), A philosopher; 649. *Italian School*, Ecce Homo; 42. *G. Poussin*, Landscape; 99. *Guido Reni*, Mary Magdalen; 133. *Tiepolo*, Eleazar and Rebecca; 54. *Giordano*, Venus asleep; 93. *Bassano*, Jesus with Martha and Mary; 148. *Titian* (?), Tarquin and Lucretia; 3. *School of Allegri*, Venus asleep; 95. *Il Calabrese (Preti)*, Guitar-player; 126. *Spada*, The four ages of life; 40. *Cesari*, Jesus washing the Disciples' feet; 96. *Cam. Procaccini* (?), The Annunciation; 150. *School of Titian*, Mary Magdalen. — Room II. To the left: 128. *Tavella*, Mary Magdalen with two angels; 92. *Bassano*, Leaving the Ark. — Room III. To the right: 264. *De Momper*, Landscape; 311. *Teniers the Younger*, Village festival; 296. *School of Rubens*, Adoration of the Magi; no number, *Weerts*, The exorcism; 320. *O. van Veen*, Marriage of St. Catharine; 293. *Rubens*, Bacchus and Ariadne; 157. *Bakhuizen*, Sea-piece; above, *J. Coudray*, Copy of the Hunt by Delacroix (see below); 246. *Lingelbach*, Flemish toppers; 268. *Moucheron*, Landscape; 254. *Maes*, Portrait; 218. *Govaerts*, Landscape, Diana resting; 253. *Maes*, Portrait of a man; 213. *Franck the Younger*, Christ on Calvary; 214. *School of Franck*, Different ways of attaining immortality; 186. *Benj. Cuyp* (?), Interior of a barn; *292. *Rubens*, Martyrdom of St. Justus; 304. *J. van Steen*, Tavern-scene; 185. *A. Cuyp*, Landscape; 187. *B. Cuyp* (?), Interior; 237. *Karel du Jardin*, Landscape with animals; *Snyders*, 305. Fox-hunting, 302. The aged lion; 182. *Ph. de Champaigne*, Joseph's dream (injured); 212. *Franck the Younger*, Christ on Calvary; 166. *N. Berghem*, Landscape; 316. *Tilborgh*, Interior; *291. *Rubens*, Martyrdom of St. George; 310. *Teniers the Younger*, The incantation; 263. *H. Mommers*, Landscape with figures; 283. *School of Rembrandt*, Adoration of the Shepherds; 231. *Hobbema*, Landscape with figures; 301. *Siberechts*, Landscape; 178. 'Velvet' *Brueghel*, La Rosière; *Rubens*, 294. Villagers dancing, 295. Crucifixion; 265, 266. *Momper*, Landscapes; 217. *Gedam*, St. Jerome; 200. *Van Dyck*, The penitent Magdalen; several Flemish and Dutch landscapes. — Room IV. 729. *Raggi*, Bronze statue of Louis XVI., 21 ft. high (1829).

The **Left Wing** is devoted to modern works. — The VESTIBULE contains sculptures: *Carnielo*, Mozart dying. Paintings: *Gigoux*, Baptism of Clovis; *Rosa Bonheur*, Five dogs (sketches). — Room I. To the right, 543. *Lethière*, Louis IX. visiting the plague-stricken; 385. *Bouguereau*, Bacchante; 466. *Français*, Landscape; 360. *Bellangé*, Cuirassiers of Waterloo; 631. *Troyon*, Oxen ploughing; 441. *Eugène Delacroix*, Lion-hunt (a fragment, the picture having been partly destroyed by a fire; copy see above); 510. *Jouy*, Execution of Urbain Grandier (p. 17); 473. *Claude Lorrain*, Landscape; 563. *Mignard*, Louis XIV.; 45. *Ferrandiz*, Judgment of the Syndies of Valencia (Spain); 349. *Antigna*, Image-seller; 415. *Cogniet*, Tin-

retto painting his dead daughter; 591. *Pils*, Trench before Sebastopol; 8. *Fr.-Aug. Bonheur*, Return from the fair; 350. *Antigna*, Mirror of the good; 606. *Restout*, Presentation in the Temple. Sculptures: *Blanchard*, Discovery; 701. *Cambos*, La Cigale; 384. *Bouguereau*, All Souls' Day. — ROOM II. To the left: 479. *Gérôme*, Bacchus and drunken Cupid; 308. *Rosa Bonheur*, Fox; 384. *Bouguereau*, Jour des Morts; no number, *E. Buland*, The heirs. In the middle: 714. *Lemoigne*, Bust of Montesquieu; *Chapu*, Bust of Carayon-Latour; 698. *Is. Bonheur*, Cow defending her calf, in bronze. — ROOM III. To the right, 153. *A. Achenbach*, Sea-piece; 508. *Labey*, Burning of the steamer Austria (1858); 355. *Baudry*, Toilette of Venus; 432. *Daubigny*, The banks of the Oise; 548. *Luminais*, Gallie scouts; 95. *Gros*, Embarkation of the Duchess of Angoulême (1815); 359. *Beaulieu*, Fuel; 579. *Pallièrre*, Bazeilles (1870); no number, *Roll*, The old carrier; no number, *Delacroix*, Boissy d'Anglas; no number, *Corot*, Landscape; 496. *Mudin*, Captain Desse saving the crew of a Dutch vessel (1822); 300. *Schenck*, Reveillé; no number, *Auguin*, Summer on the Grande Côte (p. 60); 440. *Delacroix*, Greece expiring amid the ruins of Missolonghi; no number, *Quinsac*, Fountain of youth. — Sculpture: *Longepied*, Neapolitan fisherman. — ROOM IV. contains pictures and sculptures of little interest.

The *Cathedral (*St. André*; Pl. B, C. 5), a few yards to the S. E. of the Hôtel de Ville, is one of the finest Gothic churches in the S. of France. It consists of a large nave, destitute of façade and aisles, dating from the 11-12th cent., with Romanesque arches; a transept; and a choir with double aisles of the 14th century. The principal portal, on the N. side, is flanked with two towers surmounted by stone spires. The sculptures in the tympanum represent the Last Supper and the Ascension. In the trumeau is a statue of Bertrand de Goth, archbishop of Bordeaux, afterwards Pope Clement V. (d. 1314), who contributed largely to the building. The portal is of the same character, but its towers have no spires.

The CHOIR is the most admired part of the interior. Among the chief works of art are the monument of Cardinal de Cheverus (d. 1836), with his statue, by *Maggesi* (near the pulpit); opposite, the monument of Mgr. Bonnet (d. 1882), with his statue and figures of Faith and Charity, by *Delaplanche*; a Resurrection, by *Alessandro Veronese* (opposite the pulpit); Crucifixion, by *Jordaens*; a Raising of Lazarus, by *Jadin* (1877); two large bas-reliefs of the Renaissance, below the organ, originally part of rood-loft and representing the Descent into Hell and the Resurrection; a bearing of the Cross, attributed to *Ag. Carracci* (at the side); the monument of Monsgr. d'Aviau in the second choir-chapel to the right; a statue of St. Anne, of the 16th cent., some fine wood-carvings, and the monuments of Mnt. de Noailles (1662) and Mgr. de la Bouillerie (d. 1882), in other chapels. Richard II. of England was christened in this cathedral.

About 30 yds. to the right of the choir of this church, opposite the end of the Cours Victor-Hugo (p. 49), is the CLOCHER PEYBERLAND, built in 1440 by Archbishop Pierre Berland. It was sold at the Revolution and partly pulled down, but was bought back in 1850 and restored. Unfortunately, however, the spire has been left in a truncated condition, with a gilded statue of the Virgin at the top. This tower contains a bell weighing about 10 tons.

To the S.W. of the cathedral rises the *Palais de Justice* (Pl. B, C. 6), a vast building erected in 1839-46, with a heavy façade, upwards of 150 yds. long. In the centre is a peristyle portico of the Doric order, and the projecting wings are crowned with seated figures of *alesherbes*, *Aguesseau*, *Montesquieu*, and *l'Hôpital*.

Behind the Palais de Justice is the *Prison*, which occupies the site of the Château du Far or Fort du Hâ, built at the same time as the Château Trompette (p. 50).

To the S. of the Palais de Justice is the extensive *Hospital of St. Andrew* (650 beds; Pl. B, 6), rebuilt in 1825-29, with a handsome entrance. A little farther on, to the left, is the church of *Ste. Eulalie* (Pl. B, C, 6), of very ancient foundation but rebuilt in the 14-15th centuries.

The Rue de Cursol (Pl. B, C, 6) leads to the *Cours Victor-Hugo*, which extends from the cathedral to the Pont de Bordeaux. At the bend which it makes near the Rue de Cursol are the new buildings of the *Faculties of Theology, Science, and Literature* (Pl. C, 5, 6). The vestibule contains a monument to Montaigne, who is interred in the basement. Farther on, to the left, is the *Grand Marché*, a recent erection of iron and glass, and almost opposite is the new *Lycée National*. In a short street to the right stands the *Porte de l'Hôtel de Ville*, a fine relic of the old Hôtel de Ville, dating in its lower part from the 13th cent., while the upper half, with its three turrets, was rebuilt in the 16th century. Above the arch, through which the street runs, is a curious clock in the Renaissance style. Higher up is another arch with a bell, and on the top of this is a lantern surmounted by a lion. — Adjoining this gate is the modern entrance of the church of *St. Eloi*, which itself dates from the 15th century.

The church of **St. Michel** (Pl. D, 6), near the Quai des Salinières, a little above the Pont de Bordeaux, is a fine Gothic edifice, founded in the 8th or 9th cent., but rebuilt in 1149 and in the 15-16th centuries. Its three portals are adorned with interesting sculptures, representing the Nativity, the Adoration of the Shepherds, the Sacrifice of Isaac, Abraham (to the N.), and the appearance of St. Michel to the Bishop of Sipontum. The choir is lower than the nave, and the wall above the arch by which it is entered is pierced by a window. In the fourth choir-chapel to the left is a Descent from the Cross, carved in the 16th century. The chapel of St. Joseph dates from the Renaissance period.

The BELL-TOWER OF ST. MICHEL, standing apart like that of the cathedral, 32 yds. from the W. front of the church, was built in 1472-92. The spire, destroyed by a hurricane in 1768, has recently been rebuilt, and the structure has also been strengthened by the erection of six buttresses, crowned with statues, round the base. The total height of the tower is 354 ft.

The soil of the old cemetery which once occupied this spot had the singular property of preserving the dead bodies committed to it; and a guide is at hand to conduct strangers into a *Vault* where about forty natural mummies of this kind may be seen (adm. 1 fr.). The melancholy aspect of this exhibition is made almost fantastic by the attitude of the mummies, placed upright against the walls. The guide recounts a more or less true history of several.

Ste. Croix (Pl. D, 6, 7), in the midst of the populous artizan quarter which lies to the S. of St. Michel, is also one of the most interesting churches of Bordeaux. It was originally founded in the 7th cent., or even earlier, but it was rebuilt in the 10th cent. in the Romanesque style and has been restored several times since. Its most striking part is the W. front, which recalls those of Notre-Dame at Poitiers and the cathedral at Angoulême. No satisfactory explanation of the sculptures of this façade has been given, the only recognizable details being the signs of the zodiac and a knight slaying a dragon at the feet of the Virgin. The interior, part of which is in the Gothic style, contains a noteworthy tomb of the 15th century.

Adjoining this church is the *Ecole des Beaux-Arts*, in an old Benedictine abbey, with a Renaissance gateway.

The street to the left of Ste. Croix leads back to the Quays, which it reaches not far from the railway-bridge mentioned at p. 44, and the *Gare du Midi*, rebuilt in 1891-94.

The *Boulevards* of Bordeaux are noteworthy for their extent, their fine trees, and their handsome buildings. Beyond the Boul. de Caudéran (Pl. A, 2, 3; tramways) is the *Parc Bordelais*, a new public park, still somewhat bare and dusty (band 4-6 on Sun. and holidays). Cafés-restaurants in the vicinity.

From Bordeaux to *Paris* see R. 1; to *La Rochelle* and *Nantes*, see R. 4; to *Périgueux* and *Limoges*, see R. 5; to *Royan*, see R. 7; to *Arcachon*, see R. 8; to *Bayonne* and *Biarritz*, see R. 9; to *Toulouse* and *Cette*, see R. 10; to *Tarbes* (Pyrenees), see R. 14.

FROM BORDEAUX TO LA SAUVE, 17 M., railway in 1-1½ hr. (fares 3 fr. 30, 2 fr. 5, 1 fr. 35 c.). The trains start from the Gare de la Bastide (comp. p. 46). — The intermediate stations are of no interest to the tourist. Near *La Sauve* (*Hôtel Français*) are the ruins of an abbey founded in the 10th cent., and rebuilt in the 13th cent., with a beautiful church. — This line is to be continued to join the railway from Marmande to Bergerac (p. 14) at (42 M.) *Eymet* (p. 72), and will pass *Duras*, a town with a château and fortifications of the 15th century.

7. From Bordeaux to Royan.

a. By the Médoc Railway.

RAILWAY to (62½ M.) *Le Verdon* and STEAMER thence, in connection with the trains, to *Royan*, at the mouth of the Gironde. The whole journey takes 4½-4¼ hrs. Tickets to Royan allow the holders to break the journey at Soulac and Le Verdon. Fares 11 fr. 40, 8 fr. 50, 6 fr. 20 c.; return-tickets, available for 8 days, 13 fr. 65, 10 fr. 30, 7 fr. 45 c.; cheap excursion-trains run in summer (return-fares 6 fr. 85, 5 fr. 95 c., 5 fr.). The trains start from the Gare du Médoc (p. 46). The sea is sometimes rough at the mouth of the Gironde.

The whole journey may be made by railway (92 M., in 3-5 hrs.; fares 3 fr. 75, 10 fr. 30, 6 fr. 85 c.), viâ the State line (Gare du Midi) and branch at Pons (p. 32).

Bordeaux, see p. 46. — From (2½ M.) *Bruges* a branch runs to (30 M.) *Lacanau* (p. 61). — At (5 M.) *Blanquefort* there is an old castle.

Here begins the **Médoc**, a district of the Bordelais occupying the tongue of land between the Gironde and the sea (Médoc = 'in medio aquae') and long celebrated for its wines. The vineyards extend along the left bank of the river in a band 5-12 M. in width reaching as far as (48 M.) St. Vivien (see below). There is a great variety in the growths, but as a rule, only five kinds are distinguished as 'crus classés' (classified growths). The first-class growths are confined to Upper Médoc, which extends from Ludon to a little beyond St. Estèphe. Most of the Médoc wines are red, but excellent white wines are also produced, though the best of these, the Sauternes, are grown higher up on the left bank of the Garonne (see p. 71). Some of the white wines are called 'graves' because produced on the gravel deposits ('gravier') at the confluence of the rivers. The soil of the vineyards elsewhere consists mainly of siliceous deposits, quartz, etc., brought down from the Pyrenees by the Garonne. These deposits are particularly suitable to the vine because they are very loose and retentive of the heat. In consequence of the ravages of the phylloxera and a series of bad harvests the wines of Bordeaux are becoming more and more expensive, and those of the first growths, which are generally exported, are extremely dear. The vintage generally begins after the middle of September and lasts till nearly the end of October.

Beyond Blanquefort, to the right, lies *Parempuyre*, with vineyards and ponds in which the breeding of leeches is carried on on a large scale. Fine modern *Château*. — 9½ M. *Ludon* produces wines of the third class (*Château de la Lagune*). — 11 M. *Macau*, with a small harbour on the Garonne, which the line touches here. The *Bec d'Ambès* (p. 59) lies to the S. E., but is hidden by an island. To the right lies *Cantenac*, producing *Brane-Cantenac*, a wine of the 2nd class.

15½ M. *Margaux* produces wines of the 1st, 2nd, and 3rd classes. The finest, known as *Château Margaux*, is the best Médoc wine but one, being surpassed by *Château Lafitte* alone (see below). — 17½ M. *Soussans*; 20 M. *Moulis*.

25½ M. *St. Laurent-St. Julien*. *St. Laurent*, a small town 1½ M. to the left, produces wines of the fourth quality. The wines of *St. Julien*, 2½ M. to the right, are mostly of the second class, and are widely known under the names of *St. Julien*, *Château Léoville*, etc. — Farther on, we pass on the right the domain of *Château Latour*, the wine of which ranks next to *Château Lafitte* and *Château Margaux*. The line again approaches the river.

29 M. **Paillac** (*Grand-Hôtel*), an old town of 4564 inhab., lies on the left bank of the Gironde and possesses a harbour used by vessels which cannot get up to Bordeaux. Its wine-district, reckoned the second of the Médoc in general importance, includes the domain of *Château Lafitte*, which produces the finest wine of all. This domain (170 acres) was purchased in 1868 for about 180,000 *l.* by the Rothschilds. The wine is worth 80-120 *l.* per 'tonneau' of 198 gallons. Over 80,000 bottles are stored in the vaults. The domain of *Mouton-Rothschild* (170 acres) produces wine of the 1st and 2nd classes.

32 M. *St. Estèphe*, with the largest vineyard in the country. Its chief-growth, *Cos-Destournel*, ranks among the second class wines.

— 35 M. *Verteuil* has an interesting Romanesque church. — 38½ M. *St. Germain-d'Esteuil*.

42 M. **Lesparre** (*Lion d'Or*), a town with 3972 inhab., has a tower of the 14th cent., a relic of an old castle, and a fine modern church. It is the junction of a line to Factice and Arès (Arcachon; see p. 62). — 47 M. *Queyrac*; 50 M. *Vensac*; 51½ M. *St. Vivien*, where the vines give way to marshes. This large village has a church belonging partly to the 14th cent., with a fine modern spire. — 54 M. *Talais*.

58 M. **Soulac-les-Bains** (*Hôtel de la Paix*, *Hôtel Fontêtes*, both expensive), a small watering-place, with a fine beach and surrounded by pine-woods. Near the village, which lies ½ M. from the station, is the curious Romanesque church of *Le Vieux Soulac*, buried after the middle of the 13th cent. by the encroaching sand-dunes, which have once more uncovered it in their advance inland. An interesting walk may be taken at low tide along the foot of the dunes, towards the *Pointe de Grave* (see below). The sea, which is extremely violent in this vicinity, has swallowed up the harbour of Soulac and various other localities, including the Roman town of *Noviomagus*. Extensive dykes ('epis'), constructed with great difficulty, have been raised at the *Anse des Huttes* (1½ M.), the *Pointe de Grave* (5 M.), and elsewhere, to resist the encroachment of the waves.

63 M. *Le Verdon* (Hotels), the terminus of the railway, is at present of little importance, but possesses a small harbour of refuge.

From the station we proceed by tramway (no extra charge) through fine pine-forest to (¼ hr.) the steamboat. To the right of the pier is a fort. To the left, in the direction of the *Pointe de Grave*, appears Royan, with its conspicuous casino. Directly opposite us is *St. Georges-de-Didonne* (p. 59).

The voyage usually takes less than ¾ hour. In the distance to the left, is the *Lighthouse of Cordouan* (p. 60). Good view of Royan as we approach. — *Royan*, see p. 59.

b. By the Gironde.

STEAMERS ply from Bordeaux (near the *Quinconces*; Pl. D, 4) to Royan in 4½-5½ hrs., twice a day in summer (July, Aug., Sept.) and thrice weekly (Tues., Thurs., and Sat.) during the rest of the year. They start in summer at 8 a. m. and 2 p. m. (returning from Royan at 7 and 2), in winter at 8 or 8.30 a. m. Fares 6 fr., 4 fr.; return-tickets, available for 7 days, 9 fr., 6 fr.; fare by Sun. excursion-steamer in summer 3 fr., 2 fr., return-ticket (valid till Mon.) 6, 4 fr. Restaurant on board.

The scenery is dull and monotonous, but the great width of the Gironde, amounting at places to 7½ M., makes it impressive, though the water is generally turbid. Numerous islands are passed. The passage is sometimes considerably protracted when the tide is rising or the sea at the mouth of the river rough. It is not possible to make the excursion both ways by steamer in one day (except by excursion-steamer in summer), but those who are much pressed for time may go by water and return by railway, or vice versâ.

The steamer at first threads its way through the harbour of

Bordeaux, which is fringed by warehouses, manufactories, and ship-building yards. To the left are the docks and a floating basin. To the right rise the heights of *Lormont* (p. 15), with its picturesquely situated château; l. *Parempuyre* (p. 57); r. *Montferrand*; l. *Macau* (p. 57); r. *Ambès* and *Le Bec d'Ambès*, the latter a low and narrow tongue of land stretching for some distance between the Garonne and the Dordogne.

The *Mascaret*, a tidal wave similar to the Barre on the Seine and the Bore on the Severn and sometimes 8-10 ft. high, advances as far as this point in August and September. It appears on a rising tide and is, partly at least, the result of the two opposing currents in the bed of the river.

We next pass some long islands on the left, while to the right are several quarries.

r. 25 M. **Blaye** (*Hôtel du Médoc*), a town of 5015 inhab., which existed under the Romans and to this day retains a certain importance as a stronghold. It is prettily situated, partly on a hill, but offers nothing of interest to the tourist. Its *Citadel*, on a rock beside the river, is supplemented by the *Fort du Pâté*, on an islet, and the *Fort Médoc*, on the left (opposite) bank. A branch-railway runs hence to (15½ M.) *St. Mariens* (p. 32); another to (14 M.) *St. Ciers-Lalande* (p. 32).

The steamer now heads for the left bank, on which are the *Château de Beychevelle*, the slender spire of *St. Julien*, and several vineyards (p. 57). The right bank is now, in its turn, hidden by islands. To the left lies (37 M.) **Pauillac** (p. 57), and farther on are the hospital of Pauillac or *Trompeloup*, and *St. Estèphe* (p. 57), the latter on a knoll. Still farther on, to the left, rise the towers of *St. Christoly* and of *Valeyrac*. Near this point the Gironde is at its widest. In mid-channel there is a sandbank about 8 M. long, beyond which we again steer for the right bank, on which little is seen but chalk-cliffs. Lastly, on the same side, lies *St. Georges-de-Didonne* (p. 60), a small river-port and bathing-place surrounded by woods, 2½ M. short of Royan. On the left off the mouth of the Gironde stretches the *Pointe de Grave* (p. 58). Out in the open sea rises the *Lighthouse of Cordouan* (see p. 60). On the right bank stands —

Royan. — **Hotels.** HÔTEL DE BORDEAUX ET DE FRANCE, DE PARIS, D'ORLÉANS (R. 2-3 fr.), all in the Boulevard Thiers, near the harbour; DU COMMERCE, Boulevard Lessore, RICHELIEU, Boulevard Botton, both near the baths; DE LA CROIX-BLANCHE, Rue de Rochefort and Boul. Botton, déj. 2½, D. 3, pers. 8 fr.; DE FRANCE, Rue Gambetta 45 and Boul. Lessore, D. 3 fr.; HÔTEL-RESTAUR. DU CENTRE, Rue Gambetta 52, R., L., & A. 2-3, B. ½-1, déj. 2½, D. 2¾, pers. 7½-8 fr.; HÔT.-REST. DES VOYAGEURS, Rue de la Plage. — At Pontailiac: GRAND-HÔTEL, R., L., & A. 3-8, déj. 3½, D. 4½ fr.; HÔT. D'ANGLETERRE, DE PONTAILLAC, DE L'EUROPE, on the beach. At the Parc: GRAND HÔTEL, on the beach.

Cafés. *Des Bains, de France*, Boul. Thiers, at Royan; *de la Plage*, at Pontailiac.

Sea Baths, with bathing-box and dress, 60 c. to 1 fr. — **Casino**. Adm. by day 1-2, in the evening 3-4 fr.; subscription, per week 21, per fortnight 35, per month 55, per season 100 fr. (families at a reduction).

Cabs, per hr. 3 fr., each additional $\frac{1}{4}$ hr. $\frac{1}{2}$ fr.; donkey-carriage, 2 fr. — **Horse**, per hr. $2\frac{1}{2}$, **Donkey**, $1\frac{1}{2}$ fr. — **Steam Tramway** (Decauville) to *Pontailiac* (see below), to the *Parc* and *St. Georges-de-Didonne* (see below,) 25, 40 c. — **Steamboat** to Le Verdon (p. 58), 2 fr., return-ticket 3 fr. This boat starts very punctually.

Post and Telegraph Office, Boulevard Botton 54.

Royan, a modern town with 7247 inhab., is one of the chief sea-bathing resorts in France, being frequented by about 40,000 visitors annually. It is well built, partly on the rocks which overlook the mouth of the Gironde, opposite the *Pointe de Grave*, and it offers to visitors all the usual amenities of a fashionable watering-place. Its four *Conches*, or beaches, are covered with fine sand and afford admirable facilities for bathing. At Royan itself the sea is generally calm, even when the waves are breaking furiously at *Pontailiac*, $1\frac{1}{4}$ M. to the W. (hotels, see above). Between the two lie the *Conche de Foncillon*, and the small *Conches de Chay* and *du Pigeonnier*, beyond a small fort. The *Grande Conche* lies to the left of the harbour. A new bathing-establishment has been built here, near which is the handsome new *Casino Municipal* (opened in 1895). The *Statue of Eugène Pelletan* (1813-1884), by Aubé, commemorates a benefactor of Royan. Near the quay where we disembark is a fine park, which we may enter also from the *Rue du Casino*, near the harbour, between the *Boulevard Thiers* and the *Rue Gambetta*. The last-named street leads to the church of *Notre-Dame*, a handsome modern Gothic structure. — The *Railway Station* (line to Pons, see p. 32) is about $\frac{3}{4}$ M. distant in the same direction.

About $2\frac{1}{2}$ M. from Royan by road (tramway, see above) and nearly 3 M. by the beach is *St. Georges-de-Didonne* (*Hôtel de l'Océan*), another sea-bathing resort.

The chief excursion from Royan is to the **Lighthouse of Cordouan**, to which steamers ply during the season, usually on Sun. and Thrsday. The lighthouse stands on a rock $7\frac{1}{2}$ M. from Royan, accessible from the shore at low tide. The islet was formerly, it is said, attached to the *Pointe de Grave* (see p. 58), which is now more than 3 M. from it. The tower was perhaps originally constructed by the Saracens or by Louis the Pious, but it was rebuilt by Edward, Prince of Wales (the Black Prince) in 1370, and again in 1584-1610 from the plans of Louis de Foix, one of the architects of the Escorial. The present tower, however, dates from the beginning of this century. The lighthouse, with its basement, rises to a height of 212 ft. Such is the violence of the sea at this spot, that the waves, though broken by reefs, still rise more than 40 ft. against the tower. The light is visible for 30 M. In the second story of the tower is a chapel of *Notre-Dame-de-Cordouan*.

Another excursion may be made to the *Grande Côte* (omnibus there and back 1 fr. 60 c.; see the bills), about 6 M. to the N.W., where the chief attraction is the spectacle of the stormy sea dashing on the rocky coast.

From Royan to *Soulac* (p. 58); fares 2 fr. 70, 2 fr. 45, 2 fr. 35 c.; return-ticket 4 fr. 50, 4 fr. 15, 3 fr. 95 c.

Railway from Royan to *Pons* and to *La Tremblade*, etc., see p. 32.

8. From Bordeaux to Arcachon.

35 M. RAILWAY in $1\frac{1}{3}$ - $2\frac{3}{4}$ hrs. (fares 4 fr. 25, 3 fr. 25, 2 fr. 25 c.; return-ticket 6 fr., 4 fr. 50, 3 fr. 50 c.). Excursion-trains at reduced fares on Sun. and holidays in summer (return 3 fr. 50, 2 fr. 50, 1 fr. 50 c.). The trains start from the Gare du Midi or de St. Jean.

Bordeaux, see p. 46. This line diverges to the right from the Toulouse railway (R. 10), and passes, partly in cuttings, through a wine-growing district, the finest product of which is the *Haut-Brion*, a wine of the premier cru (p. 57). $3\frac{3}{4}$ M. *Pessac*.

The disappearance of the vineyards and the appearance in their place of plantations of pines now indicate that we have entered the singular district known as the *Landes* (waste lands). The name is given to a vast triangular plateau, 150-200 ft. above the sea, and bounded by the Atlantic and the valleys of the Garonne and the Adour. On the side next the sea it is upwards of 120 M. in length, its maximum width is about 60 M., and it covers an area of 2300 sq. M. The soil is composed of a layer, about $1\frac{1}{2}$ ft. deep, of sand and *alios*, i. e. vegetable detritus solidified by a ferruginous cement, which renders it unfit for cultivation. Even after the great improvements of modern times the district is still dried up in summer and marshy in winter, the alios rendering the soil impervious to moisture, while the sand-dunes (200-300 ft.) along the coast hinder the escape of the surface waters. These dunes moreover used to invade the country, advancing about 20 yds. every year, but the attack has been arrested by the planting of sea-pines (*pinus maritima*), begun in 1786. The circulation of the waters, too, has been regulated, and the forests, already of great extent, are daily gaining on the bare ground. There still remain, however, vast stretches of country, almost entirely waste, overgrown with heath, furze, reeds, bracken, and broom, and presenting a unique but monotonous appearance. It will be noticed that the trunks of the pines are scored with gashes, below which small tin vessels are placed. The purpose of these is to collect the resin, which forms a very important article of commerce here. The sea-pine is not, however, the only tree which thrives in the Landes: the acacia, the ailanthus, the oak, and the cork-tree are successfully grown, the last chiefly near Bayonne.

In order to traverse the sands and the marshes, the inhabitants of the Landes have had to adopt the custom of walking on stilts, 4-6 ft. high, supporting themselves by a pole which serves as a walking-stick. It was formerly no uncommon sight to see the natives, often clad in sheepskins, traversing the Landes with the speed of a horse at full gallop, or supported on the end of their long poles, tranquilly watching their flocks and knitting the footless stockings peculiar to the district. Now-a-days, however, the tourist, or at least the railway-traveller, will see nothing of this kind, for there are fewer marshes and fewer pasturages than formerly, and many roads have been made throughout the Landes.

$6\frac{3}{4}$ M. *Gazinet*; 11 M. *Pierroton*; 14 M. *Croix-d'Hins*; 17 M. *Marcheprie*; $20\frac{1}{2}$ M. *Canauley*; 23 M. *Facture*.

FROM FACTURE (ARCACHON) TO LESPARRE (ROYAN), $56\frac{1}{2}$ M., railway in $2\frac{3}{4}$ - $4\frac{1}{4}$ hrs. (fares 9 fr. 40, 7 fr. 5, 5 fr. 15 c.). This line, which traverses the Landes of the Gironde, skirts at first the N.E. side of the Basin of Arcachon (p. 63). — 8 M. *Taussat*, a small sea-bathing place; 13 M. *Arès*, a country-town and bathing-resort. The line then turns to the N., skirting the W. side of the *sand-dunes*, which here attain a height of more than 200 ft. and have several times necessitated the removal of the neighbouring hamlets. — 28 M. *Lacanau* (Hôtel Caupos), to the E. of the pool of the same name, which is 5 M. long and 2 M. broad. It is the junction of a line to Bruges and Bordeaux (see p. 56). — Beyond (35 M.) *Carcans*, we pass the *Etang de Carcans* or *d'Hourtin*, 11 M. long and $2\frac{1}{2}$ - $3\frac{1}{2}$ M. wide. — 43 M. *Hourtin*. — $56\frac{1}{2}$ M. *Lesparre*, see p. 58.

The railway just described is continued to the S.E. of Facture by a line running through the valley of the *Leyre* (see below) via *Hostens* (junction of a line to Beautiran, p. 70) and (31 M.) *St. Symphorien* (p. 71) to (45 M.) *Luxey*.

We now cross the *Leyre*, a navigable river flowing into the Basin of Arcachon, and at (25 M.) *Lamothe* diverge to the right from the Bayonne line (p. 64). — 26 $\frac{1}{2}$ M. *Le Teich*; 29 M. *Gujan-Mestras*; 31 M. *La Hume*.

33 M. **La Teste**, a town of 6480 inhab., represents the ancient capital of the Boii, which the dunes have driven back to its present site. In the Middle Ages it was the residence of the famous Seigneurs of Buch, whose castle has disappeared.

La Teste is the junction of a branch-railway to (8 M.) *Cazaux*, a village on the lake of the same name, which has an area of 17,000 acres and is more than 150 feet in depth. It formerly communicated with the sea, but is now 80 ft. above the sea-level. Steamboats ply on Thurs. and Sun. to *Sanguinet* and *Navarosse*, with their picturesque woods. Farther on is the similar *Lake of Parentis*.

35 M. **Arcachon**. — **Hotels**. GRAND-HÔTEL, R. from 3, B. 1 $\frac{1}{2}$ -2, déj. 4, D. 5, pens. 9 (R. extra; less in winter), omn. 1 fr.; CONTINENTAL, with dépendance in the forest, R., L., & A. 4-15, B. 1 $\frac{1}{2}$, déj. 4, D. 5 (both incl. wine), pens. 12-20, omn. 1-1 $\frac{1}{2}$ fr.; RICHELIEU; DE FRANCE; all in the Boulevard de la Plage, with verandahs on the side next the Bassin; JAMPY, in the same Boul., but not facing the sea, pens. 10 fr. — GRAND-HÔTEL DE LA FORÊT, near the Grand Casino, R., L., & A. 4-9, B. 1 $\frac{1}{2}$, déj. 3 $\frac{1}{2}$, D. 4 $\frac{1}{2}$, omn. 1 $\frac{1}{2}$ fr.; LEGALLAIS, Boul. de la Plage, at a distance from the centre; ROYAL HOTEL, in the Ville d'Hiver, etc. — *Furnished Houses*; Chalets from 100 to 2500 fr. per month; Villas in the forest.

Cafés. **Grand Café, Molière, Central*, Boulevard de la Plage.

Sea Bathing. Three establishments: *Grand Hôtel, Grands Bains*, near the centre; *Eyrac*, to the E. Bathing-box 3 $\frac{1}{4}$ -1 fr., with bathing-dress.

Casino. Adm. 1 fr. (50 c. when there is no concert or theatrical representation), children half-price. Adm. to theatre: 1, 2 $\frac{1}{2}$, 4 fr. Subscription, including the theatre: for gentlemen, per week 18, fortnight 30, month 50, season 100 fr.; for lady accompanying her husband, 14, 25, 40, or 90 fr., from July 15th to Sept. 15th; about half these charges in winter. — *Club des Etrangers* and *Yachting Club*, at the Grand Hôtel.

Carriages. Per drive 1 $\frac{1}{2}$ fr.; with two horses 2 fr.; per hour 2 $\frac{1}{2}$ or 3 fr.; 50 c. extra on Sunday and at night. Carriage without driver, 3 or 4 fr. per hr. *Saddle-horse*, 2 fr. per hr. — **Boats** 3 fr. per hour. — **Steamer** to Cape Ferret and the lighthouse (p. 63), there and back 2 fr.

Post & Telegraph Office, Avenue Gambetta, near the Place Thiers.

Musée-Aquarium, 161 Boul. de la Plage, beyond the Château, adm. 12-6, 1 $\frac{1}{2}$ fr.

English Church (*St. Thomas's*). Rev. S. Radcliff, B. A., Chaplain. — **British Vice-consul**: Mr. C. P. Wenber.

Arcachon is a charming sea-bathing and winter resort, which has recently come into vogue and is now annually frequented by 100,000 visitors. The resident population is 7910. On Sundays and holidays it is inundated with excursionists from Bordeaux. It consists of two parts, the town proper, situated on the lagoon of the same name (see below), and the Ville d'Hiver, or winter-town, in the forest planted on the dunes to the S.

Opposite the exit from the station is the *Château Deganne*, an elegant modern mansion in the Renaissance style. Thence we take the Boulevard Deganne to the left, then the Boulevard Gambetta to

the right, and reach the *Place Thiers*, almost the only spot in the town where there is free access to the beach. Arcachon still lacks a promenade-pier.

The *Bassin d'Arcachon* is a capacious gulf or lagoon, nearly 50 M. in circumference and 60 sq. M. in area, of which, however, two-thirds are dry at low-water. Its form is triangular, the apex being to the N., near Arès (p. 61), and the base extending from the mouth of the Leyre on the N.E. to the strait which connects it with the open sea, on the S.E. The shore is a very safe one for bathing, of gentle slope and of fine sand. The water is as strongly impregnated with salt as that of the open sea, but vigorous bathers will miss the buffeting of waves.

In the centre of the Bassin are the *Oyster Parks* (see below), and on the opposite side extends a tongue of land consisting of sand-dunes and ending to the S. in *Cape Ferret*, on which stands a lighthouse of the first class (8 M. from Arcachon). The roadstead protected by the cape is broad and safe, but access to it is made difficult by banks of shifting sand. A scheme has been mooted of narrowing the channel by means of dykes and so establishing a refuge on this part of the coast, which is dangerous and offers no other shelter.

The long *Boulevard de la Plage* runs in front of the houses fringing the Bassin, and is continued towards the W. by the *Boulevard de l'Océan*. Arcachon extends to the E. and W., with its pretty houses of every style scattered amid gardens and parks.

The street nearly in front of the *Grand Hôtel*, a handsome edifice to the W. of the *Place Thiers*, ascends to the *Casino*, a large building in the Moorish style, comprising a concert-hall, reading and conversation rooms, card-rooms, and cafés in the Oriental style. At one side is an iron *Observatory*, or belvedere, commanding a fine view (10 c.). — Farther to the W. is the church of *Notre-Dame*, built in 1856 by Alaux, in the Gothic style.

The *Ville d'Hiver* is snugly ensconced among the pine-woods, the resinous emanations of which combine with the bracing sea-air to make it a peculiarly healthy resort. The temperature is at the same time very favourable to invalids, the mean of the whole year being 59° Fahr. and that of winter 48° Fahr. The villas of the winter-town are even more luxurious than those on the beach. — Arcachon, however, is far inferior to the Mediterranean winter-stations; the monotony of the woods and the absence of view are apt soon to pall upon visitors.

A pleasant walk may be taken as far as *Moulleau*, a village about 3 M. to the W., with an institution and a chapel founded by the Dominicans. It may also be reached by the beach, by a route passing to the right at the end of the *Boulevard de l'Océan*, the *Parc Pereire*, a private park to which the public are not admitted.

Oyster Parks. Those parts of the Bassin which are left dry by the tide, called 'Crassats', are utilised for the breeding of oysters, which is the chief industry of the district, supporting about 20,000 persons. The oysters of Arcachon are in high repute and 300 millions of them are sold annually, representing a value of about 180,000*l.* A visit to the oyster-beds is interesting if time permit. Fresh oysters may be obtained there

and in the town for about 15 c. per dozen. In the middle of the Bassin, reached by boat in $\frac{3}{4}$ hr., is the *Ile des Oiseaux*.

The steamboat trip to *Cape Ferret* (p. 63) is not recommended to visitors pressed for time. It takes at least 3 hrs., and presents no special attraction except the view of the open sea. The walk from the steamboat quay, over fatiguing sand-hills, may be avoided by using the tramway (return-fare 40 c.). The lighthouse is too far from the landing-place to be conveniently visited. — The excursions to the lighthouse and to the open sea, at the entrance to the bay, are scarcely more interesting. To the *Etang de Cazaux*, see p. 62.

9. From Bordeaux to Bayonne and Biarritz.

RAILWAY to (123 M.) *Bayonne* in 3-5 $\frac{1}{4}$ hrs. (fares 22 fr. 30, 15 fr. 5, 9 fr. 75 c.). — LOCAL RAILWAY from Bayonne to (5 M.) *Biarritz* in $\frac{1}{4}$ hr. (fares 75, 45 c.). — Through-tickets to Biarritz convey the traveller to *La Nègresse* station (p. 123). — The trains start from the Gare St. Jean (p. 46).

From Bordeaux to (25 M.) *Lamothe*, see p. 62. The line then runs straight across the Landes for a distance of nearly 30 M. — 32 M. *Caudos*; 39 M. *Lugos*; 47 M. *Ychoux* (branch-lines to *Parentis*, 7 $\frac{1}{2}$ M. to the W., and to *Pissos*, 9 $\frac{1}{2}$ M. to the E.); 50 M. *Labouheyre*, a small industrial town (branch-lines to the W. to *Mimizan*, 17 M.; to the E. to *Sabres*, 12 M.); 60 M. *Solférino*, a modern place, with large plantations.

68 M. **Morcenx** (**Buffet*; *Hôtel du Commerce*), a large village, 1 $\frac{1}{4}$ M. to the S. of the railway.

FROM MORCENX TO TARBES, 85 M., railway in 4-4 $\frac{1}{4}$ hrs. (fares 15 fr. 35, 10 fr. 35, 6 fr. 75 c.).

24 M. **Mont-de-Marsan** (*Hôtel des Ambassadeurs*; *des Voyageurs*), a commercial town with 12,030 inhab., the capital of the department of the *Landes*, is pleasantly situated at the confluence of the *Midou* and the *Douze*, which together form the *Midouze*, an affluent of the *Adour*. It possesses little of interest to the tourist. A branch-line runs hence to (61 M.) *Marmande*, see p. 72. Another branch-line runs to (10 $\frac{1}{2}$ M.) *St. Sever* (*Hôt. des Ambassadeurs*; de France), a town of Roman origin with an old abbey-church (10th cent., altered in the 15th).

We now reach a more fertile country and gain our first sight of the Pyrenees, on the right, the *Pic du Midi d'Ossau* (p. 147) being the chief summit visible. — 33 M. *Grenade-sur-l'Adour*. About 3 $\frac{1}{2}$ M. distant is *Eugénie-les-Bains*, a small watering-place with warm sulphur baths.

44 M. **Aire** (*Poste*), a very ancient town with 4551 inhab. and the seat of a bishopric, also on the *Adour*. The cathedral and the church of *Mas d'Aire* (13-14th cent.) are interesting. Beyond (50 M.) *St. Germé* the line crosses the *Adour*. — 53 $\frac{1}{2}$ M. *Riscle*, the junction of a new line to *Condom* (p. 72). — 74 $\frac{1}{2}$ M. *Vic-en-Bigorre*, with 3640 inhab., is the junction for *Agen* and *Périgueux* (see p. 105). — 85 M. *Tarbes*, see p. 135.

From *Morcenx* a branch-line, devoid of interest, crosses the *Landes* to the W. viâ *Sindères* to (14 M.) *Mézos* and (18 $\frac{1}{2}$ M.) *Uza*.

76 M. **Rion**; 83 M. **Laluque** (branch-lines to *Linxe*, 16 $\frac{1}{2}$ M. to the W., viâ *Castets*; and to *Tartas*, 8 $\frac{1}{2}$ M. to the E., on the *Midouze*). In clear weather the Pyrenees now come into view on the left. — 87 $\frac{1}{2}$ M. **Buglose**, a hamlet belonging to *St. Vincent-de-Paul* (formerly *Pouy*), the birthplace of the saint of that name. A handsome chapel has recently been erected here to the saint, and at *Buglose* is a pilgrimage-chapel, with a wonder-working statue of the Virgin. — We now quit the *Landes* and enter the valley of the *Adour*.

92 M. **Dax.** — **Hotels.** GRAND HÔTEL DES THERMES, pens. 8-11 fr. in summer, 10-13 fr. in winter; GR. HÔT. DE LA PAIX, R., L., & A. 2-5, B. 1-2, déj. 3, D. 3½, pens. 8 fr.; DE L'EUROPE. — Invalids find accommodation at *Les Baignots*, 5¼-8 fr. per day, incl. treatment. — *Café de la Renaissance*, Promenade des Remparts. — *Baths*, ½-2 fr. — *Cab* from the station ¾, per drive 1½, per hr. 2½ fr.

Dax, a town with 10,240 inhab., on the left bank of the *Adour*, ¾ M. from the station, is the old capital of the *Tarbelli*, called by the Romans, in honour of its thermal waters, *Aquae Tarbellicae*, afterwards *Civitas Aquensium*, and then simply *Aquae* or *Acqs*. After submitting in turn to the Goths, the Franks and the Vascons, the town was reconquered by Charlemagne, destroyed by the Normans and the Saracens, and held by the English from 1177 to the end of the 15th century.

In spite of its antiquity this town has no noteworthy monuments. It is, however, of importance as a thermal station, and even as a winter-resort. The waters (108° Fahr.) are used in baths of every description (including mud-baths) for rheumatic, surgical, neuralgic, and uterine diseases. Some of the baths are fed by the bed-water of a mine of rock-salt.

A bridge leads over the *Adour* from the station to the (½ M.) town. To the right, on the opposite bank, are the well-managed *Thermes de Dax*, with rooms for boarders. To the left, above the bridge, is the copious *Fontaine Chaude*, the chief spring, which supplies the *Thermes Romains* and the *Bains Lavigne*, etc., while the water is also used for domestic purposes.

The site of the old walls beside the *Adour* is occupied by the pretty *Promenade des Remparts*, and in the former moat are the mud-baths of *St. Pierre*. — The former *Cathedral* was rebuilt in the 17-18th centuries. In the adjoining square is a statue, by *Aubé*, of *Borda* (1733-1799), the mathematician, a native of *Dax*. The neighbouring *Hôtel de Ville* contains a small Museum of antiquities and natural history. — Farther down the left bank are the *Thermes Séris* and the *Baignots*, both unpretending but well-managed. — Behind the Establishment is a pretty *Promenade*, with the *Tour Borda*.

About ½ M. to the W. of *Dax* is *St. Paul-lès-Dax*, with an interesting church. — At *Tercis*, 4 M. to the S.W., are warm baths containing chloride of sodium.

STEAM-TRAMWAY from *Dax* to (2½ M.) *Moliets*, viâ (10 M.) *Magescq* and (18 M.) *Léon*, near the *Etang de Léon* (39 sq. M.), under construction. Cork-oak plantations; cork-manufacturing, etc.

FROM DAX TO PAU, 53 M., railway in 1½-3½ hrs. (fares 9 fr. 50, 6 fr. 45, 4 fr. 20 c.). — This line skirts the town on the S. and crosses the *Adour*. — 8 M. *Mimbaste*; 13 M. *Misson-Habas*. The train then passes through a tunnel and enters the valley of the *Gave (torrent) de Pau*, affording a fine view of the *Pic d'Anie* (p. 140) and other summits of the *Pyrenees*. — 19 M. *Puyôo*, on the line from *Bayonne* to *Pau* (see p. 127).

The line to *Bayonne* now descends the valley of the *Adour*. 98 M. *Rivière*; 101 M. *Saubusse*, with mud-baths; 104 M. *St. Géours*; 107 M. *St. Vincent* (branch to *Soustons*, 7½ M. distant); 111 M. *Benesse*; 115 M. *Labenne*. Our route now approaches the sea, which

comes into view on the right, as we emerge from the forest. The Adour reappears at the next station. — 121 M. *Le Boucau*, no far from the outlet of the river.

The *Adour* has not always had its mouth at this place. Down to 1360 or even later, it flowed along the dunes and entered the ocean 8-9 M farther N., at the small port of *Cap Breton*. This outlet having been choked by a storm, the river was forced to seek another at *Vieux-Boucau*, 10 M farther on. This change having proved very prejudicial to the navigation of the river and particularly to the trade of Bayonne, Louis de Foix architect of the Escorial, was commissioned in 1578 to create the present outlet, which owes its continued existence to strong embankments cutting the river off from its older and natural channel.

We now follow the right bank of the Adour and pass the foot of the citadel of Bayonne, skirting the quarter of St. Esprit, in which is the principal station. For the line to Biarritz, see p. 68.

123 M. **Bayonne.** — Hotels. *GR. HÔT. DU COMMERCE, Rue Thiers 2 moderate; PANIER-FLEURI, Impasse Port-Neuf, well spoken of, D. 3½ fr. DE PARIS & BILBAÏNA, Rue Thiers 13; ST. ETIENNE, Rue Thiers 4, R., L. & A. from 4, B. 1½, déj. 4, D. 5, omn. ½ fr.; DE L'EUROPE ET ST. MARTIN, Rue Thiers 12; DE LA PAIX, at the station, unpretending. — *Café du Grand Balcon*, Place d'Armes. — *Omnibus* from the principal station to the Biarritz station, 20 c. — **British Vice-Consul**, *Capt. R. P. Leeson*.

Bayonne, a town and fortress with 27,192 inhab., is prettily situated at the confluence of the Adour and the *Nive*, 3½ M. from the Bay of Biscay. It is badly built and presents few objects of interest, except its fine cathedral; but its situation gives it a quaint and interesting appearance. The population consists mainly of Basques and Spaniards, whose types, manners, language, and dress form a striking contrast to those of the other inhabitants.

Bayonne, which is probably the *Lapurdum* of the Romans, acquired some importance in the Middle Ages by its whaling fleet, its trade with Spain, its tanneries, and its manufactures of arms. The bayonet is said to have been invented here. Acquired by England along with Aquitaine the town remained faithful to that country till 1451, thanks to the privileges granted to it. It offered a vigorous and successful resistance to Spain in 1523. Here, in 1565, amid great rejoicings, took place the interview between Charles IX. of France and his sister Elizabeth, Queen of Spain, in the presence of their mother, Catherine de Médicis, and the Duke of Alva, when the Massacre of St. Bartholomew is said to have been planned. In 1814 Bayonne made a brave resistance to the British and Spanish troops under Sir John Hope and was still untaken when peace was declared. The name Bayonne is Basque and means 'port'.

The suburb of *St. Esprit*, in which the station lies, formed a separate town until 1857. It is dominated by a *Citadel*, built by Vauban (1674-79) and considered one of his best works. It has never been taken, and over the entrance is the inscription 'Nunquam polluta'. It commands a fine view, but admission is not easily obtained. The 'Cimetière des Anglais', at the N. base of the citadel, owes its name to the total defeat of three English regiments.

Turning to the right on leaving the station, we soon cross the Adour by a bridge from which there is a striking view. At the end of the bridge is a fortified gate, the *Réduit*, near the mouth of the *Nive*, which divides Bayonne into two parts. *Petit-Bayonne*, the

quarter adjoining the Adour, is chiefly occupied by the working-classes. It contains the *Military Hospital*; the *Château-Neuf* (15th cent.), converted into a barrack and military prison; the *Arsenal*; and the *Church of St. André*, a modern Gothic building in the style of the 15th century, containing (in the last chapel on the right) an Assumption by Bonnat.

The *Pont Mayou*, the first bridge over the Nive, on the other side of the Réduit, leads us to the Place de la Liberté. The large building here comprises the *Town Hall*, the *Theatre*, the *Public Library*, containing some important records, and a small *Museum*. On the other side of the town is the *Place d'Armes*, at which the Rue Thiers (see below) begins; farther on, outside the fortifications, is the *Gare de Biarritz* (see below).

The Rue Victor-Hugo, the principal street of the town, and its prolongation, the Rue de l'Argenterie (on the right), lead from the Pont Mayou to the —

*CATHEDRAL, originally founded in 1140, but rebuilt after a fire in 1213. The choir was first taken in hand, and the work was continued till 1544, when the great portal was left unfinished. In 1847 a citizen of Bayonne, M. Lormand, bequeathed a sum of 35,000 fr. a year for the restoration and completion of the building, and the work is still going on under the direction of M. Boeswillwald. Both spires are modern. The usual entrance is by the portal on the N. side, which is preceded by a vestibule. On the S. side of the church, which is hidden by other buildings, stands a cloister of the 13th cent., formerly used as the burial-place of the chapter. The fine *S. Portal adjoins the Sacristy, which contains beautiful and well-preserved sculptures of the 13th cent. (entr. from the interior of the church). — The internal proportions of the Cathedral are vast and harmonious; the transepts project very slightly beyond the aisles. Among the most noticeable points are the triforium (with stained-glass windows of the 15-17th cent.), the handsome high-altar (modern), the marble pavement of the sanctuary (modern Italian work in imitation of an Oriental carpet), and the modern mural paintings on a gold ground in the apsidal chapels.

In the Place de la Cathédrale is a small *Fountain* in memory of two Bayonnais killed at Paris in 1830, with the inscription: 'Les révolutions justes sont le châtimeut des mauvais rois'. Near the cathedral, to the N. W., stands the *Château-Vieux*, of the 12th and 15th cent., which is supposed to have been built on a part of the Roman enceinte. It is now occupied by military offices. Descending farther we reach the *Rue Thiers*, with the principal hotels (p. 66) and the Place d'Armes, near the fortifications. Outside the town is the *Allée de Paulmy*, a promenade skirting the fortifications (adjacent is the small *Biarritz Station*, see p. 68); and opposite are the *Allées Marines*, a fine promenade about $1\frac{1}{4}$ M. long, on the left bank of the Adour.

Bayonne has a handsome modern *Amphitheatre* in the Moorish style, or bull-fights and other entertainments; it lies a little to the W. of the town. — *Race Course*, see p. 69.

FROM BAYONNE TO BIARRITZ, $\frac{1}{4}$ hr. by local railway (see p. 64): trains every hour, or oftener, from the station near the Allée Paulmy (p. 67). There is also a tramway-line from the Place d'Armes at Bayonne to the beach at Biarritz, in 35 min. (fares 50, 35 c., return-ticket 90, 55 c.). Travellers are advised not to go to Biarritz by the Hendaye line (p. 123), the station of which is about $2\frac{1}{4}$ M. from the Baths, as omnibuses do not always meet the trains.

Biarritz. — **Hotels.** HÔTEL D'ANGLETERRE, Rue Mazagran, beyond the Casino; GRAND HÔTEL, Place de la Mairie and Place Bellevue, before the Casino; DU CASINO, at the Casino; these three overlook the beach; VICTORIA, in the lower town, near the beach, R. from 5, L. & A. $13\frac{1}{4}$, B. $11\frac{1}{2}$, déj. 4, D. 6 (both incl. wine), pens. in winter 10-14, in summer 15-20, omn. 1 fr.; CONTINENTAL, adjacent; DU PALAIS, in the former Villa Eugénie (see below); DE PARIS, Place Ste. Eugénie, at the end of the Rue Mazagran, also with a sea-view; DES PRINCES, Rue Gambetta, to the left of the Mairie; DE L'EUROPE; DE FRANCE, Place de la Mairie; DE BAYONNE DE L'Océan, Rue Gambetta, R. 2-4, A. $\frac{1}{2}$, B. 1, déj. 3, D. 4, pens. from 10 fr., etc. — *Furnished Houses and Apartments* abound.

Cafés. *Anglais, de Paris*, Place Bellevue; *de l'Europe*, Place de la Liberté.

Baths at the Bathing Establishments (see below) 35 c., with dress 50 c.

Cabs. With one horse $1\frac{1}{2}$ fr. per hr.; with two horses 2 fr.; $\frac{1}{2}$ fr. more outside the town; 1 fr. more at night (10 p. m. to 7 a. m.). — **BATH CARRIAGES** drawn by donkeys, 1 and $1\frac{1}{2}$ fr. — **OMNIBUS** to La Nègresse station (p. 123), 1 fr.; particulars at one of the offices in the Place de la Mairie.

Casino. Adm. 1 fr.; 3 fr. after 7 p. m. Subscription for a week 15, for a fortnight 25, for a month 40 fr.

English Church (*St. Andrew's*); Chaplain, *Rev. W. G. Sharpin*. — **British Consulate**: *Mr. E. H. W. Bellairs*. — **English and American Physicians**: *Macken, Dr. Welby, Dr. Malpas*.

Biarritz, a town of 9177 inhab., situated on a line of cliffs overlooking the Bay of Biscay, is one of the most frequented bathing-places in France, especially during September. The court patronage of the Second Empire undoubtedly contributed to this result, but the reputation of the place is also founded on its real merits, such as its singular situation and its magnificent beach. The climate is mild and free from extremes, so that Biarritz is now in vogue as a winter-resort. On the other hand, the parks and woods which constitute the charm of Arcachon are altogether wanting here. The tone of society, too, is very different, Biarritz being especially frequented by the upper classes, by the aristocracy of northern France and by Spaniards in summer, and by the English in winter.

The station is now in the Place de la Liberté, near which, to the right, is the *Place Bellevue*, between the Casino and the Grand Hotel. From the Place we obtain a fine view of the sea and of the beautiful situation of Biarritz.

The *Grande Plage*, which is more than $\frac{1}{2}$ M. long, extends

on the N. to *Cape St. Martin*, on which is a lighthouse of the first class. It is divided into two parts by a small promontory on which stands the former *Villa Eugénie*, a large and massive building erected by Napoleon III. for his wife, converted into a hotel in 1894. Opposite is an elegant new *Russian Church*. At the beginning of the Grande Plage is the principal *Bathing Establishment*, in the Moorish style, with a terrace which always presents a scene of great animation. The fine sandy beach is safe and pleasant for bathing, and the force of the waves is slightly broken by a barrier of rock.

The road passing the base of the Casino leads to the *Atalaye*, a promontory crowned by a ruined castle and surrounded by a picturesque chaos of rocks called *La Chinaougue*. On one side of it is a small fishing harbour, on the other (reached by a tunnel 82 yds. in length) a harbour of refuge, the half-ruined pier of which affords a fine view of the Spanish mountains near the mouth of the Bidassoa. From the tunnel, a road descends to the *Port-Vieux*, a narrow and perfectly sheltered creek between rocks. Here stands the *Bathing Establishment* for persons who are weakly or unaccustomed to the sea. — Farther on we reach another beach, the *Côte des Basques*, where the waves, with nothing to arrest them, attain extraordinary force. There is a third bathing establishment here. On the second Sunday in September the Basques resort to this beach in vast numbers, and bathe all together, affording a very curious spectacle.

In 1893 *Saline Baths*, connected with a hydropathic establishment, swimming-bath, etc., were opened at Biarritz, on the Bayonne road. They are supplied by the saline springs of Briscous, 12 M. to the E., whence the water is brought by means of subterranean canals.

The *Race Course* is at *La Barre*, near the entrance to the harbour of Bayonne, reached by the road followed by the tramway, then by the Avenue du Phare, and the Chemin des Pignadars.

From Bayonne to *St. Sebastian*, see R. 18; to *Pau*, *Toulouse*, etc., see R. 19.

FROM BAYONNE TO CAMBO, ST. JEAN-PIED-DE-PORT, AND RONCEVAUX. To (12 M.) *Cambo*, RAILWAY in 35-40 min. (fares 2 fr. 15, 1 fr. 45, 95 c.); thence to (24 M.) *St. Jean-Pied-de-Port*, by rail to (13½ M.) *Ossès*, whence a diligence (1 fr. 20 c.) plies in connection with the trains, pending the completion of the railway; from *St. Jean* to (18½ M.) *Roncevaux*, interesting carriage-road. — The railway ascends the left bank of the Nive, passing (6 M.) *Villefranque*, (8 M.) *Ustaritz*, a small industrial town, and (10 M.) *Halsou*. — 12 M. *Cambo* (*Hôtel Angleterre* or *St. Martin, de Paris*, both near the Baths; *de France; des Basques*) is a picturesquely situated village, partly on a steep eminence on the right bank of the Nive (*Haut-Cambo*) and partly in the valley (*Bas-Cambo*). About ¾ M. farther (station, see p. 70) is a bathing-establishment, with iron and sulphur springs. The climate is hot in summer, but pleasant in spring and autumn. A great gathering of Basques takes place on *St. John's Eve* (June 23rd), when each tries to drink the greatest possible amount of water whilst the clock is striking twelve (midnight), in order to insure his well-being until the following anniversary. They also take away with them a supply of the water for those who have not been able to come. The *Church* at *Haut-Cambo*, in the style peculiar to the country, contains three galleries for men and a blue ceiling with silver stars. — The environs are pretty. The railway continues to ascend on the right bank of the Nive, viâ

(12 $\frac{1}{2}$ M.) *Cambo-les-Bains* and (15 $\frac{1}{2}$ M.) *Itxassou* or *Itsatou*. About 1 M. from this village, in the rocky part of the Nive valley, is the *Pas de Roland*, a rock through which the road passes by an opening made, according to the legend, by a kick of the Paladin's foot. The chief eminence near Cambo is the *Pic Mondarrain* (2460 ft.; to the S.), which is easily climbed in 2 hrs. from Itxassou. The top, on which is a ruined fortress, commands a very extensive view. — The next stations are (18 $\frac{1}{2}$ M.) *Louhossoa* and (21 $\frac{1}{2}$ M.) *Bidarray*, 3 M. from which is a small grotto containing a stalactite, regarded with superstitious veneration by the peasants. — 25 $\frac{1}{2}$ M. *Ossès*, the temporary terminus of the railway, at the confluence of the *Nive de St. Etienne* and the *Nive d'Arnéguy*. A diligence (1 fr. 25 c.) plies hence to (7 $\frac{1}{2}$ M.) *St. Etienne-de-Baigorry* (Hotel), a town of 2343 inhab., in the valley of the Nive de St. Etienne.

The road to St. Jean ascends the valley of the Nive d'Arnéguy, via (7 M.) *Iroulégny* and (9 $\frac{1}{2}$ M.) *Ascarat*. — 10 $\frac{1}{2}$ M. (36 M. from Bayonne) *St. Jean-Pied-de-Port* (*Hôtel de France*), a small town fortified by Vauban in order to command the passage of the *Port* or *Col de Roncevaux* (see below). St. Jean, the old capital of Basse-Navarre, has belonged to France since the Treaty of the Pyrenees in 1659. — A diligence plies hence to *St. Palais* (p. 127).

Beyond St. Jean the road runs to the S., on the right bank of the Nive, which forms several picturesque gorges. At (5 M.) *Arnéguy* we quit French territory by crossing the river. — 7 $\frac{1}{2}$ M. *Luzaide* or *Valcarlos* (*Hôtel de Barcelone*) is a Spanish village with a hydropathic establishment. The road now ascends in windings (short-cuts for walkers) to the *Port de Roncevaux* (3470 ft.; fine view) in about 3 $\frac{1}{4}$ hrs. from Valcarlos. From the col, on which is an ancient chapel, we descend in less than $\frac{1}{2}$ hr. to Roncevaux. — 18 $\frac{1}{2}$ M. (50 M. from Bayonne) *Roncevaux*, Span. *Roncesvalles* (3220 ft.; *Posada*) is situated in the valley famous for the defeat of Charlemagne's rear-guard in 778, and the death of Roland, better known in poetry than in history. Eginhard is the only chronicler who mentions the famous paladin as among the slain. The village contains an ancient *Abbey*, with a Gothic church enriched with a costly statue of the Virgin and several interesting paintings. The *Chapel of the Holy Ghost*, near the church, is said to mark the spot where the companions of Charlemagne were buried. — The road goes on to *Pampeluna*, 28 M. from Roncevaux.

10. From Bordeaux to Toulouse.

159 M. RAILWAY in 4 $\frac{3}{4}$ -8 $\frac{1}{2}$ hrs. (fares 28 fr. 90, 19 fr. 55, 12 fr. 75 c.). The trains start from the Gare du Midi or St. Jean.

Bordeaux, see p. 46. The line diverges to the left from that to Bayonne and ascends the valley of the Garonne. — 3 $\frac{3}{4}$ M. *Bègles*; $\frac{1}{2}$ M. *Villenave-d'Ornon*; 5 $\frac{1}{2}$ M. *Cadaujac*; 8 $\frac{3}{4}$ M. *St. Médard-Eyrans*. — 12 M. *Beautiran*.

From Beautiran a branch-line runs to (20 $\frac{1}{2}$ M.) *Hostens* (p. 62). The chief intermediate station is (4 $\frac{1}{2}$ M.) *La Brède* (*Hôtel du Grand-Montesquieu*), a small town containing the château of Montesquieu (1685-1755), building of the 13-15th centuries. The chamber of the famous essayist is kept as it was in his lifetime (visitors admitted). A statue of Montesquieu, by P. Granet, was erected here in 1895.

13 M. *Portets*; 15 M. *Arbanats*; 17 $\frac{1}{2}$ M. *Podensac*; 18 $\frac{1}{2}$ M. *Arrens*. About 1 M. to the E. of the last station, on the right bank of the Garonne, is the small town of *Cadillac*, still surrounded by walls of the 14th cent. with fine gates. The *Château d'Epéron* at Cadillac, an edifice of the 16-17th cent., has been converted into a sanatorium for women. — We now traverse a district famous for its

white wines, those of (21 M.) *Barsac* and (23 M.) *Preignac* being specially esteemed. *Sauternes* (p. 57), which lends its name to the whole class, is about 4 M. to the S.W. of the latter place.

26 M. **Langon** (*Cheval Blanc*), a town of 4733 inhab., on the left bank of the Garonne, with a suspension bridge, has a small harbour at which the tide is perceptible.

FROM LANGON TO BAZAS, 12 $\frac{1}{2}$ M., railway in 40-55 min. (fares 2 fr. 25, 1 fr. 50 c., 1 fr.). — 4 $\frac{1}{2}$ M. *Roaillan*. — About 2 M. to the N. of (7 $\frac{1}{2}$ M.) *Nizan* is the *Château de Roquetaillade*, built in the beginning of the 14th cent., with six towers and a keep more than 100 ft. high.

[*Nizan* is the junction of a branch-line to several industrial places, including (4 $\frac{1}{2}$ M.) *Villandraut*, the birthplace of Pope Clement V. (Bertr. de Goth; d. 1314), whose large *Château* still exists, though in ruins; and (11 M.) *St. Symphorien* (junction of the line to Facture and Arès; p. 62).]

12 $\frac{1}{2}$ M. **Bazas** (*Cheval Blanc*), a town with 4948 inhab., on a rock washed by the Beuve, belonged to the ancient *Vasates*. It played an important part in the Religious Wars, when it was the scene of excesses of all kinds committed both by Catholics and Protestants. Down to 1790 it was the seat of a bishop. The *Cathedral* dates from the 13-16th centuries. Some of the 13th cent. *Town-Walls* and a number of old *Houses* are interesting. — The railway is to be extended from Bazas to Auch (p. 104).

The main line now crosses the Garonne by a bridge succeeded by a long viaduct.

29 M. **St. Macaire** (*Hôtel de l'Alma*), a town of 2250 inhab., to the right, the ancient *Ligena*, suffered considerably in the Hundred Years' War and the Religious Wars. It still possesses the remains of three lines of defence of the middle ages, the principal feature being a gateway of the 13th cent., and many quaint old houses. The handsome church of *St. Sauveur*, in the Romanesque and Gothic styles (12-15th cent.), has transepts ending in apses, and contains some ancient mural paintings which have recently suffered considerable injury. About 3 M. to the N.W. is *Verdelais*, with a pilgrim's shrine of the Virgin. — 39 M. *St. Pierre-d'Aurillac*. A little farther on the river is joined by the *Canal Latéral à la Garonne*, 120 M. long, which meets the Canal du Midi at Toulouse (p. 80). — 32 $\frac{1}{2}$ M. *Caudrot*; 35 M. *Gironde*, beyond which are two short tunnels near La Réole.

38 M. **La Réole** (*Grand Hôtel*), a town of 4177 inhab., on a hill rising from the Garonne, was built in the 10th cent. round the Benedictine abbey of *Regula*. We turn to the right on quitting the station, pass the end of a suspension-bridge, and ascend to the right. The church of *St. Pierre*, at the other end of the town, dates from the 13-15th cent. and has a modern Romanesque steeple. Adjoining is the former *Abbey* (17th cent.); and behind the church is a *Terrace* with a modern Collège. Near the church are the ruins of a *Castle* built by the English during their rule; it is now private property and is still partly inhabited. From the end of the *Grande-Rue* we keep to the left by the *Rue Gensac* and *Rue Brumard* to visit the Romanesque *Halle*, with its row of fine columns.

41 $\frac{1}{2}$ M. *Lamothe-Landeron*; 45 M. *Ste. Bazeille*.

49 M. **Marmande** (*Hôt. des Messageries*, near the station; *du Centre*, Rue Nationale) is a commercial and industrial town (10,341 inhab.) on the Garonne. The Boul. Gambetta, to the left, then the Rue Puyguéraud, to the right, bring us to the Place Nationale, whence the street of the same name leads to the *Church*, of the 12-15th cent., adjoined on the right by a ruined cloister, in the Renaissance style.

FROM MARMANDE TO BERGERAC, 46 $\frac{1}{2}$ M., railway in 2 $\frac{1}{4}$ -2 $\frac{1}{2}$ hrs. (fares 8 fr. 40, 5 fr. 65, 3 fr. 70 c.). The line runs viâ (5 M.) *Seyches*, (15 $\frac{1}{2}$ M.) *Miramont*, a town of 2000 inhab., with trade in 'prunes d'Agen' and containing a statue of Martignac (1778-1832), the statesman, by Foyatier; (21 $\frac{1}{2}$ M.) *Eymet*, proposed terminus of the new line from Bordeaux viâ La Sauve (p. 56); and (35 M.) *Issigeac*, etc. — 46 $\frac{1}{2}$ M. *Bergerac* (p. 14).

FROM MARMANDE TO MONT-DE-MARSAN, 61 M., railway in 3-3 $\frac{3}{4}$ hrs. (fares 11 fr. 10, 7 fr. 40, 4 fr. 85 c.). — This line diverges to the left from that to Bordeaux, and crossing the Garonne and the lateral canal by means of a viaduct over 1000 yds. in length, ascends the valley of the *Avance*. — 16 M. *Casteljaloux* ('Castelgelos'; *Hôtel Giroit*), a town of 3716 inhab., with a ruined *Château*, remains of *Fortifications*, an old *Commandery* of the Knights Templar (now the Mairie), and chalybeate springs. — Farther on the scenery is monotonous as the line traverses the extremity of the *Landes* (p. 61). — 42 M. *Retjons-Lugaut*. — 46 M. *Roquefort*, a small town with a ruined *château*. — 61 M. *Mont-de-Marsan* (p. 64).

55 M. *Fauguerolles*. — 60 M. **Tonneins** (*Hôt. del' Europe*), with 7090 inhab., on the Garonne, formerly consisted of two towns, which were destroyed in 1622 by Louis XIII. on account of their attachment to Protestantism. Branch-line to *Penne* viâ *Villeneuve-sur-Lot*, see p. 103. — 64 $\frac{1}{2}$ M. *Nicole*, beyond which we cross the *Lot*, not far from its confluence with the Garonne.

67 M. **Aiguillon** (*Tapis Vert*), the *Acilio* of the Romans, on the left bank of the *Lot*, contains 3120 inhab. and possesses the ruins of a castle of the Dukes of that name, and a modern Gothic church.

72 M. **Port-Ste. Marie** (*Hôt. de l'Europe*), a small and ancient town on the Garonne, with two Gothic churches of the 14th century.

FROM PORT-STE. MARIE TO RISCLE, 72 M., railway in 4 $\frac{3}{4}$ -6 $\frac{1}{3}$ hrs. (fares 0 fr. 25, 7 fr. 35, 4 fr. 80 c.). — The line crosses the Garonne. 3 $\frac{3}{4}$ M. *Fauguerolles*; 6 $\frac{1}{4}$ M. *Vianne*, a small walled town; 8 M. *Lavardac*, a small industrial town on the *Bayse*, with a trade in cork.

12 M. **Nérac** (*Hôtel de France*), a commercial town of 6909 inhab. on the *Bayse*, belonged to the Sires d'Albret from the 14th cent. onwards, and was often the residence of the court of Navarre in the 16th cent., before the accession of Henri IV. to the French throne. Taken and dismantled by Louis XIII. on account of its Protestant sympathies, it has never regained its former importance. Only a part of its 16th cent. *Château* remains, at the park still exists, forming the beautiful *Promenade de la Garenne*, which contains various points of interest. In one of the squares of Nérac a statue of Henri IV., by Raggi. The *Sous-préfecture* contains a small *basilique*. — A branch-line runs hence to (9 $\frac{1}{2}$ M.) the little town of *Mézin*, and is to be prolonged to Mont-de-Marsan (p. 64).

Several small stations are passed. — 25 M. **Condom** (*Hôtel du Lion-d'Or*), a town with 7405 inhab., on the *Bayse*, carrying on an important trade in Armagnac brandy. It was formerly the seat of a bishopric, which was suppressed by Bossuet. The handsome Gothic *Cathedral* (1506-21) is adjoined by the remains of a cloister, now containing the *Hôtel de Ville*.

Several small stations are passed. — 46 M. **Eauze** (*Hôtel Soubeyran*), a town of 4110 inhab. on the *Gelise*. It is the modern representative of *Caesaraugusta*, an important town in the time of Cæsar, which was completely

destroyed about A. D. 910. The old town was at *La Ciutat* ('City'), about $\frac{1}{2}$ M. distant, on a plateau above the right bank of the Gélise, and many antiquities have been discovered on its site. Eauze has a fine Gothic Church of the 16th century.

$49\frac{1}{2}$ M. *Gaillon*; $53\frac{1}{4}$ M. *Manciet*. — $58\frac{1}{2}$ M. *Nogaro*, a town of 2354 inhab., with a trade in brandy. Its old Romanesque church is interesting. — $61\frac{1}{2}$ M. *Sobrets*; 64 M. *Fustérouau*; 68 M. *Thermes*. — 72 M. *Riscle*, p. 64.

76 M. *Fourtic*; 79 M. *St. Hilaire*; $80\frac{1}{2}$ M. *Colayrac*. As we approach Agen, we see to the right a fine aqueduct, carrying the canal across the railway (see below).

84 M. **Agen** (*Buffet*). — **Hotels.** DES AMBASSADEURS ET DE FRANCE, Cours Voltaire 22; GR.-HÔT. BARAS, Place du Marché-au-Blé, good, R. 2, déj. $21\frac{1}{2}$, D. 3 fr.; PETIT-ST. JEAN, Cours Voltaire 35, expensive; GEORGE, Rue Jacquard; JASMIN, at the station. — **Cafés** in the Cours and in the Place de la République; *Grand Café*, near the Place Jasmin. — *Post & Telegraph Office*, Place de l'Hôtel-de-Ville.

Agen, a town with 23,234 inhab., the capital of the department of *Lot-et-Garonne*, and the seat of a bishop, lies on the right bank of the Garonne. As the capital of the Nitiobriges, it was a place of importance under the Gauls, and it afterwards became the chief city of the Agénois. The executions of Albigenses and Huguenots form bloody pages in its history. It was the birthplace of the philologist Joseph Scaliger (1540-1609), and of the naturalist Lacépède (1756-1825). It has a large trade in dried plums.

Most of the town is badly built, and the older streets are narrow and inconvenient. The wide new Boulevard de la République (begun in 1885), however, has been constructed through the middle of the town, from E. to W., and this is to be crossed at right angles by another, beginning at the station.

In front of the station is the *Steeple of Ste. Foi*, a modern Gothic tower marking the site of a former church. — A little farther on, bending to the right, we reach the *Cathedral of St. Caprais*, with a fine apse and transept of the 11-12th cent., and a nave rebuilt in the 14-16th centuries. The interior is richly decorated with polychrome paintings and frescoes. Among the most noteworthy features are the left arm of the transept and the huge piers which formerly supported a dome, adorned with shafts ending in singular capitals.

The Rue St. Caprais and the succeeding one lead from this church to the *Market Hall*, a handsome modern building in the centre of the town. In the E. part of the Boulevard de la République (see above) are a modern *Bust of François de Cotète* (d. 1567), an Agenais poet, and a *Statue of the Republic*, by Fumadelles.

In the opposite direction, the Boulevard descends to a small square adorned with a bronze *Statue of Jasmin*, author of several poems in the Agenais dialect (1798-1864). The statue, by Vital Dubray, represents the poet, who was a barber by profession and has been styled the 'Last of the Troubadours', in a quaint French costume, and reciting the following verses, which are inscribed on the pedestal: —

'O ma lenco, tout me zou dit,
Plantarey uno estelo
A toum froun encrumit'.

O ma langue, tout me le dit,
Je placeraï une étoile
A ton front rembruni.

In front of the Place Jasmin runs the wide Cours Voltaire, which a little farther to the E. skirts the *Promenade du Gravier*, on the bank of the Garonne, here crossed by a *Suspension Bridge* for foot-passengers. Higher up is a *Stone Bridge*, while lower down is a *Canal Bridge* or aqueduct, over which the Canal Latéral is carried, and which also serves for foot-passengers. The last-mentioned bridge is a fine specimen of engineering skill. On the same side, to the right, not far from the Cours Voltaire, is the *Church of St. Hilaire*, a building of the 15th cent., with a modern façade and a handsome modern tower. The interior is adorned with polychrome paintings and contains some good modern stained-glass windows and a handsome stone organ-loft.

The Rue Londrade, the second in ascending the Boulevard de la République from the Place Jasmin, leads to the *Eglise des Jacobins*, a brick building of the 13th cent., adorned with polychrome paintings and modern stained-glass windows. — Hence we proceed by the Rue du Pont-de-Garonne to the *Hôtel de Ville*, adjoining which is the *Maison de Montluc*, a building of the 16th cent., with a fine winding staircase. It contains the *Municipal Museum*.

The Museum, which is at present of little importance, is open to the public on Sun. and Thurs. from 1 to 4 or 5, and to strangers on other days also. — On the ground-floor are Roman antiquities and sculptured and architectural fragments, mosaics, small bronzes, etc. — The rooms on the first floor contain paintings (most of them modern), faïence and pottery, antiques, curiosities, and objects of natural history. Among the pictures may be mentioned Clytemnestra, by *Toudouze*; Le Rabousteux, by *Carteron*; the Massacre of Machecoul, by *Flameng*; Emp. Henry IV. at Canossa, by *Davant*; Battle-field in Lorraine, by *Bettannier*; and the Valley of Pralognan, by *J. Desbrosses*.

The Rue Montesquieu, which begins at the Market and is joined by the streets which pass the Hôtel de Ville, leads S. to the *Promenade de la Plate-Forme*, in which stand the *Préfecture*, originally the Bishop's Palace (18th cent.), the modern *Palais de Justice*, and other large buildings. In front of the Palais de Justice is a small bronze *War Monument* ('Round the flag'), by *Campagne*. The Rue Palissy, to the right, leads back to the Gravier (see above).

From Agen to Périgueux, to Auch, and to Tarbes, see R. 14.

87 M. *Bon-Encontre*, the station for the pilgrimage-resort of that name, $1\frac{1}{4}$ M. to the N.E., and the junction of the line to Auch and Tarbes (p. 103). — 90 M. *Lafox*; 93 M. *St. Nicolas-de-Balermé*; 97 M. *La Magistère*; 100 M. *Valence-d'Agen*; 105 M. *Malause*. The Garonne is crossed by numerous suspension-bridges, one of the finest of which, near Moissac, is prolonged by a viaduct, carrying the road over the railway.

111 M. **Moissac** (*Hôtel du Nord*, mediocre), a commercial town with 8797 inhab., on the Canal Latéral and the right bank of the Garonne, owes its existence to an ancient abbey, believed to have been

founded in the 7th century. To reach the interesting remains of the abbey, which adjoin the hotel and consist of the church and the cloisters, we turn to the left at the end of the avenue issuing from the station.

The *Church*, dedicated to St. Peter, was rebuilt in the 15th cent. but retains a magnificent, though somewhat mutilated *Portal of the 12th century.

The portal consists of a deeply recessed archway forming a kind of porch. The central pier is adorned with lions and statues of the Prophets in high relief, while on the lateral piers are similar statues of Isaiah and St. Peter, and sculptured bands of rats and birds. The inner walls of the porch are also lavishly embellished with groups of statues (the Annunciation and the Visitation on the right; Avarice and Luxury on the left) and bas-reliefs (Infancy of Our Lord, Dives and Lazarus). The tympanum group represents Our Lord surrounded by the Elders of the Apocalypse, with symbols of the Apostles and two Angels. Both statues and reliefs are framed in bands of decorative sculpture, of great beauty and delicacy, and at each side are three attached columns, the capitals of which are adorned with griffins, arabesques, etc.

The chief objects of interest in the interior are the Renaissance screen enclosing the sanctuary, the organ, and a Merovingian sarcophagus (below).

The **Cloister*, adjoining the church on the left, and entered from the little Place in front of it (custodian), dates from 1100-1108 and is one of the finest in France. Its arches, which are very slightly pointed, rest alternately on single and clustered columns, the capitals of which are embellished with scenes explained by inscriptions.

Beyond Moissac the railway passes through two short tunnels, after which we see on the right the church of St. Pierre (see above). It then crosses the Tarn by a tubular bridge, and reaches —

116 M. **Castelsarrasin** (*Hôtel de France; de l'Europe*), a town with 7772 inhabitants. The name has nothing to do with the Saracens, but is supposed to be a corruption of 'Castel-sur-Azin' or 'Castrum Cerrucium'. The brick church of *St. Sauveur* (12-15th cent.) is interesting; the tower over the nave is modern.

Beyond (121 M.) *La Villedieu* the lines to Cahors and Limoges (p. 112) diverge to the left.

128 M. **Montauban** (*Buffet*). — The *Gare du Midi* lies about 1/2 M. from the centre of the town, in the suburb of Ville-Bourbon, and the *Gare d'Orléans* about as far on the opposite side, in the suburb of Ville-Nouvelle, but the two stations are connectéd by rail, and the trains which arrive at the latter go on to the former.

Hotels. DU MIDI, Place d'Armes, of the first class; DE L'EUROPE, Place de l'Horloge and Rue de l'Hôtel-de-Ville; QUATRE SAISONS, Rue Bessières. — *Café de l'Europe*, Place de la Préfecture.

Montauban, a prosperous town with 30,388 inhab., the capital of the department of *Tarn-et-Garonne*, and the seat of a bishop, occupies a plateau on the right bank of the Tarn, the sides of which are washed by two small affluents of that river.

Montauban was founded in 1144 by Alphonse I., Count of Toulouse, on the site of the Roman station of *Mons Albanus*. It embraced with ardour the doctrines of the Albigenses, partly through hatred of the monks of Le Moustier, which is now its N.E. suburb, and the Inquisition wrought terrible havoc here, without, however, preventing the Reformation from

making such progress that the town was one of the chief strongholds of the Huguenots. Louis XIII. failed in his attempt to capture the town in 1621, but the struggle could not be continued after the fall of La Rochelle and the town, submitting to Richelieu in 1629, had its fortifications levelled. Even now it is partly Protestant, and it has a Faculty of Protestant Theology.

Quitting the Gare du Midi, we traverse the suburb of *Ville-Bourbon*, with a fine modern Romanesque church, and cross the Tarn by a lofty brick *Bridge*, built in 1303-1316, with pointed arches; it was formerly fortified. The water of the Tarn is even more turbid than the waters of the Gers and the Gironde.

The *Hôtel de Ville*, a brick building on the other side of the bridge, is the old château, begun by the Counts of Toulouse, added to by the Black Prince in the 14th cent., and finished by Bishop P. de Berthier in the 17th century. The MUNICIPAL MUSEUM, on the first floor, is chiefly interesting because it contains the collections as well as some paintings and souvenirs of *Ingres*, who was a native of Montauban (1780-1867). It is open to the public on Sun. from 1 to 4, and to strangers on other days also.

First Floor. — ROOM I. Above the door, 34. *Ingres*, Dream of Ossian, unfinished; to the right, 259. *J. Jouvenet*, Descent from the Cross, a smaller replica of the picture in the Louvre; 297. *Sturler* (pupil of *Ingres*), Procession of Cimabue's picture of the Madonna; 376. *Italian School*, Adoration of the Magi, with the Ascension as predella; 273. *Mignard*, Portrait of a prince; copies of *Correggio*, *Giulio Romano*, *Titian*, and *Ingres*. — The glass-cases contain small antiquities, miniatures, medals, bronzes drawings, etc. Busts in bronze. — ROOM II. To the right, 291. *Rigaud*, Portrait; 193. Copy of *Murillo*, St. Augustine; 197. *Van Dyck*, Portrait of a monk; 350. *Italian School*, Cæsar Borgia; 199. *Jordaens*, Silenus and the four Seasons; 192. *Coello*, Coronation of Charles V.; 365. *Von Calcar*, Portrait of a man; 232. *Couder*, The Levite of Ephraim; 249. *Glaize*, Faun and Bacchante, painted on wax in imitation of the antique; 202. *Pourbus the Elder*, Portrait of a woman; several other portraits by unknown hands; 364. *Bellini*, Circumcision; 227. *Cambon* (of Montauban), The Republic (1848); 341. *Albani*, Allegory. — *44. *Ingres*, Jesus among the Doctors in the Temple; no number, *French School*, Pastoral; 178. After *Titian*, Venus crowned by Cupid; 200. *Jordaens*, Head of a faun; 363. *Bassano*, Country scene; 247. *De Gironde* (of Montauban), Judith; 50. *Poussin*, Landscape; 298. *Valentin*, Singers; 349. *Italian School*, Crucifixion; no number, *Spanish School* (*Murillo?*), Singing-lesson; no number, *Salvator Rosa*, Guard-house; 204. *Pourbus the Elder*, Portrait of a man; 375. *P. Veronese* (?), Madonna and Child. — In the centre: to the right, *Caravaggio* (?), Portrait; *Vasari* (?), Judith; *Cambon*, Sleeping nymph, Roland and Olympia; to the left, *Cambon*, Artist's portrait; *P. Veronese* (?), Doge and Dogaresa; *De Gironde*, The Sleeper. — Behind the pictures on the right: 205. *Rubens*, The Thinker; 268. *Lewitzki*, Catherine of Russia; 191. *Flemish School*, Writer.

ROOM III., the first room of the *Musée Ingres*. In the middle is the easel of the artist, with an unfinished picture. To the right of the door, 182. *P. Veronese*, Head of a woman; 4. *Velazquez*, Portrait of a woman; 124. *Unknown Master*, Head of Christ; 109. *Giottino*, Triptych; 41. *Ingres*, Ruggiero delivering Angelica, a variation on that in the Louvre; 191. *Byzantine School*, Ten Saints; 1. *Holbein the Younger*, Portrait of a monk; 138. *G. Poussin*, Landscape; 9. *Phil. de Champaigne*, Monk performing the operation of trepanning; 21. *H. Flandrin*, Portrait of *Ingres*; 118, 116, 117. *Unknown Artists of the 13th cent.*, Saints, Christ; 16. *Chardin*, Dead game; 10. *Pourbus the Younger*, Portrait of a man. This room also contains several copies, small antiquities, a glass-case with souvenirs of *Ingres*, and a mantelpiece with sculptures by the father of the painter

Ingres. — Rooms IV., V., VI. contain an important collection of drawings (many of them copies by Ingres himself), antiquities, casts, pictures (15. Portrait of Molière, attributed to *Seb. Bourdon*; copies of Raphael), sculptures (Cupid bending his bow, attributed to *Praxiteles*), bronzes, etc. The ceilings of the 4th and 5th rooms deserve notice.

The Basement contains a *Museum of Antiquities and Objects of Art* of the Middle Ages and the Renaissance. — The *Public Library* (25,000 vols.) and archives are also deposited in the Hôtel de Ville.

Opposite the Hôtel de Ville stands the *Exchange*, containing a *Museum of Natural History* (second floor; open on Sun., 1 to 4).

The Rue de l'Hôtel-de-Ville leads towards the Place d'Armes and the cathedral (see below). In the meantime, however, we turn to the right and proceed to the *Church of St. Jacques*, a brick building in the Gothic style of Toulouse (see p. 81), with an octagonal tower adorned on the outside with faïence. The pulpit and the fine modern stained-glass windows are noteworthy. — A little farther to the E., behind St. Jacques, is the *Place Nationale*, bordered by double arcades and with gates at the corners (17th cent.).

In the Place d'Armes (see above), which we reach by turning to the right on the other side of the Place Nationale, stands the *Cathedral*, a commonplace building of the 18th cent., but containing a fine painting by *Ingres* (in the sacristy), representing the Vow of Louis XIII. — A little farther on, to the left, is the *Préfecture*, a modern edifice in stone and brick.

The Promenade des Acacias, to the right, on this side of the Préfecture, in front of a convent, leads to the *Promenade des Carmes*, at the end of which stands the *Monument to Ingres*, by Etex. It consists mainly of a bas-relief in bronze, reproducing the picture of the Apotheosis of Homer, with some modifications by Ingres himself, and of a marble statue of the artist seated in front of his work. In clear weather the Pyrenees are visible from this point. At the beginning of the promenade is the entrance to the *Jardin des Plantes* (25 c.) which occupies the slope on the right bank of the *Tescou*, an affluent of the Tarn, and also part of the left bank in the suburb of *Sapiac*. — The church of *Sapiac*, which is reached by the street descending at the end of the promenade, possesses a second-rate picture by Ingres, representing Ste. Germaine (second chapel on the right).

From Montauban to *Limoges* (Paris), see RR. 16a, 15a; to *Montpellier* via *Castres*, see R. 13; to *Lexos* (Limoges line), see p. 115.

The railway now returns to the side of the Canal Latéral, leaving on the left the line to Castres, and passes through a fertile but uninteresting district. — 135 M. *Montbartier*; 139½ M. *Dieupentale*; 143 M. *Grisolles*; 146 M. *Castelnau-d'Estretfonds*; 150 M. *St. Jory*; 155 M. *Lacourtenourt*, where we join the Paris line (R. 16; to the left).

159 M. *Toulouse* (Gare Matabiau), see R. 11.

11. Toulouse.

Railway Stations. *Gare Matabiau* (Pl. F, 1, 2; Buffet), the central on the N. E. side of the town; *Gare St. Cyprien* (Pl. A, 5), to the S. W. $1\frac{1}{4}$ M. from the stone bridge over the Garonne, for the line fo (p. 86). — There are no hotel-omnibuses at the stations, but the tramet by railway-omnibuses (25 c. for each pers. and for each trunk cabs (see below). The town-office of the railway-omnibuses is Lafayette, 21.

Hotels. *HÔTEL TIVOLLIER*, Rue d'Alsace-Lorraine 17 and 19 (P. DU MIDI, Place du Capitole 1 and 2 (Pl. E, 3), R., L., & A. 6-1 from 4, D. from 5, pens. 15 fr.; *SOUVILLE*, Place du Capitole 20, with R., L., & A. 3-10, B. $1\frac{1}{2}$, déj. 3, D. 4, pens. from 9 fr.; all these first class. — *GR. HÔTEL MEUBLÉ DES ARCADES*, Place du Capitole. *L'EUROPE*, Square Lafayette 16 (Pl. E, 3), R., L., & A. 4-7, B. $1\frac{1}{2}$ -11, 4, D. 5, pens. 10-15 fr.; *CAPOUL*, Place Lafayette 12, R., L., & A. B. 1, déj. 3, D. $3\frac{1}{2}$ fr.; *BAICHÈRE*, Rue des Arts 7 (Pl. E, 3, 4), R. A. 3-7, B. 1, déj. 3, D. $3\frac{1}{2}$ fr.; *GRAND HÔTEL CENTRAL*, Rue St. Pantal behind the Hôtel Tivollier, R., L., & A. 4-7, déj. 3, D. 4-6 fr. (à la DE LA POSTE (Maison Meublée), Rue d'Alsace-Lorraine 38, R. $2\frac{1}{2}$ -6) *DOMERGUE*, Rue Gambetta 33 (Pl. D, 3); *DE PARIS*, Rue Gambetta 66 the Place du Capitole, R., L., & A. $2\frac{1}{2}$ -5, B. 1, déj. 3, D. $3\frac{1}{2}$, pens. 8; *DU GRAND BALCON*, Rue des Lois and Rue Romiguières (Pl. D, 3); * *MEUBLÉ*, Rue Neuve-St. Aubin 5; *HÔTEL CHAUBARD* or *DU BUFFET*, site the Gare Matabiau, with restaurant, R., L., & A. $2\frac{1}{2}$ -3, B. 1, D BAYARD, close by.

Restaurants. *Tivollier*, see above; *Café Albrighi*, Allées Lafayette 3 fr.; *Café de la Paix* (Hôt. de Paris), déj. $2\frac{1}{2}$, D. 3 fr.; *Hôtel Chaubard* posite the Gare Matabiau; *Buffet* at the Gare Matabiau. — A special Toulouse and other towns in S. France is *Pâtés de Foies de Canar* Truffles (pies of duck's liver with truffles), and they are also famo their ortolans, mushrooms, and fruits.

Cafés. *Tivollier*, see above; *Café de la Paix*, *Bibent*, *Baric*, *des Mondes*, Place du Capitole; *Albrighi*, *du Midi*, *des Américains*, *de Tou de la Comédie*, in the Allées Lafayette, and the Boul. de Strasbourg Lazare-Carnot; *Gr. Café Faget*, Allées Lafayette, near the station; i Place Etienne, etc.

Cabs (Citadines). One horse: per drive within the town 90 c. by $1\frac{3}{4}$ fr. after midnight, per hr. $1\frac{1}{2}$ and $2\frac{1}{2}$ fr. Two horses: per 1 fr. 10 c. and 2 fr., per hr. 1 fr. 80 c. and 3 fr. Drive to hirer's address, more. Each package of luggage 20 c.

Tramways (comp. the Plan). From the *Place du Capitole* (Pl. E, St. Cyprien (Pl. C, 4), to the Gare Matabiau (Pl. F, 1), to the Minime suburb; Pl. D, 1). From the *Allées Lafayette* (Pl. E, F, 2) to Les Amidon (Pl. C, 2), and to St. Michel (Pl. D, 5) by the boulevards. From the *des Tourneurs* (Marché; Pl. E, 4) to the Gare Matabiau. From the *Extérieure St. Michel* (Bridge; Pl. D, 5) to the Place St. Cyprien. Fare 1 'correspondance' 5 and 10 c. — *Omnibuses* also ply in the city and sub

Post and Telegraph Office (Pl. E, 2), Rue de la Poste 6; Place c Bourse (Pl. D, E, 3), etc.

Theatres. *Théâtre du Capitole*, at the Capitole (Pl. E, 3), for operas comedies (tickets 75 c. to 5 fr.); *Théâtre des Variétés* (Pl. E, 2), Av. Lafayette, for dramas and operettas (75 c. to $3\frac{1}{2}$ fr.). — *CIRCUS*, Al Lafayette 64, near the Canal.

Cafés-Concerts. *Casino*, Rue Dutemps and Place Lafayette; *Pré-Cat* Allées Lafayette 60.

Music. At the *Allées Lafayette* (Pl. F, 2; p. 80) and the *Grand-I* (Pl. F, 5; p. 84) on Sun. and Thurs.; in the *Place du Capitole* (Pl. B p. 80) on Thurs.; and at the *Cours Dillon* (Pl. C, D, 4, 5) on Sunday.

Baths. *Dutemps*, Place Lafayette 1 and 2; at the *Hôtel Souville* the *Hôtel du Buffet*. — River Baths, *Gaytou*, Quai de Tounis (Pl. D, 4,

TOULOUSE

1:19,000

Mètres

0 100 200 300 400 500 600



Protestant Church, Rue Deville (Pl. D, 3). — Synagogue, Rue Palaprat 2 (Pl. F, 3).

Toulouse still maintains night watchmen who cry the hours ('minuit passé, dormez en paix').

Toulouse (460 ft.), the ancient capital of *Languedoc*, the present capital of the department of the *Haute-Garonne*, the headquarters of the 17th army corps, and the seat of an Archbishopric, a University, and a School of Medicine, is a city with 149,791 inhab., situated in a fertile plain on the right bank of the Garonne, at the junction of the Canal du Midi with the Canal Latéral (pp. 72 and 64). It is a large and wealthy town, enjoying great importance from its position as the centre of Southern France, and from the extent of its industry and commerce. The greater part of it, however, is irregularly laid out and meanly built, while its badly paved streets combine with its excessive heat in summer and the violent winds to which it is subject all the year round to make it a fatiguing place for the visitor. Considerable improvements and embellishments have, however, been undertaken and partly executed of late years, and the town has a character of its own and a sufficiency of historic remains to recommend it to the notice of strangers.

Toulouse, the ancient *Tolosa*, was an important town some centuries before it was conquered by the Romans. It was the capital of the *Tectosages* and possessed a temple which was celebrated for its immense treasures, partly stored in sacred tanks. Having allied itself with the *Cimbri* to shake off the Roman yoke it was taken, in B. C. 106, by the consul *Quintus Servilius Cæpio*, who seized the treasures of the temple. *Cæpio* was, it is true, utterly routed by the *Cimbri* in the following year, but he was succeeded by *Marius*, and Toulouse was reduced to submission. In 419, after the fall of the Roman empire, Toulouse became the capital of the *Visigoths*, and in 507 it passed into the power of the *Franks*, after *Clovis* had vanquished *Alaric II.* at *Vouillé*. Subsequently it recovered its independence, and in 778 it was made a county governed by hereditary princes till it was united to France in 1271. Under its Counts the city enjoyed a long period of prosperity, but the *Albigensian* wars brought upon it great calamities. Count *Raymond VI.*, too tolerant in the eyes of those who had just instituted the *Inquisition*, and accused of the assassination of the Papal Legate, *Peter de Castelnau*, tried to save the town by a most humiliating submission, but had notwithstanding to see it besieged by *Simon de Montfort*, leader of the crusade, to whom his dominions had been adjudged. *Raymond* successfully defended the town on the first attack, but he was dispossessed of it in 1214, after the battle of *Muret* (p. 138). Toulouse did not, however, tamely accept the rule of *De Montfort*, and till 1229 its history was little more than a succession of revolts and sieges. On the succession of *Louis VIII.*, King of France, to the claims of *Amaury de Montfort*, son of *Simon*, *Raymond VII.* had finally to submit, and the *Inquisition* extinguished with the utmost cruelty what was left of heresy. Thereafter the town became so oblivious of the principles it had so bravely defended that it repeatedly made itself notorious by violent acts of intolerance. Thus in 1562 a civil war broke out between the Roman Catholics and the *Huguenots*, and 4000 of the latter perished, while 300 more were massacred on *St. Bartholomew's Day* in 1572. *Dr. Panini*, accused of *Pantheism*, was burnt alive here in 1619, after having his tongue cut out, and an aged Protestant, *Jean Calas*, unjustly accused of murdering his eldest son in order to prevent his becoming a Roman Catholic, was broken on the wheel in 1762. The generous exertion of *Voltaire* in behalf of the last-named victim is one of the brightest gems in the great

author's crown. In 1815 General Ramel, confidant of Louis XVIII., was assassinated here by the Verdets, volunteers more royalist than the king himself. In 1862 the authorities had to interfere to prevent a festal celebration of the tercentenary of the massacres of 1562. — In 1814 the final battle of the Peninsular War took place at Toulouse between Wellington and Soult, some days after Napoleon's abdication.

The *Gare Matabiau* or central station (p. 78), which has become too small for the traffic, lies to the N.E. of the town. On quitting it we cross the *Canal du Midi*, turn to the left, and soon reach the *Allées Lafayette* (Pl. F, 2). At the beginning is a marble *Statue of Riquet*, the creator of the Canal du Midi, by Riffoul-Dorval, erected in 1838.

The *Canal du Midi* or *du Languedoc* was made in 1666-81 by Paul Riquet de Béziers entirely at his own expense (17 million francs, which would to-day represent a sum of 34 million francs, or about 1,360,000 l.). It connects the Atlantic and the Mediterranean with the aid of the Garonne. It begins at the Bassin de l'Embouchure (Pl. A, 1), a little below Toulouse, and ends at the Etang de Thau, beyond Agde (p. 95), after a course of 148 M. It is 33 ft. wide at the bottom and 65 ft. at the surface and its depth is 61½ ft. Its highest point is 8 M. to the N.W. of Castelnaudary (p. 87), and it has 100 locks, 26 on the side of the Garonne, with a fall of 200 ft., and 74 on the other side, with a fall of 425 ft. It is fringed by a double row of trees, those on the side next the Mediterranean being cypresses, as those trees are particularly fitted to mitigate the Mistral, which often blows on this side. The *Canal Latéral*, not finished till 1838, was made in consequence of the obstacles to navigation presented by the Garonne in its upper course. The Canal du Languedoc was at one time regarded as a perfect marvel of engineering skill; but lately it has been proposed to replace it by a ship-canal.

On the other side of the canal and the railway stands a huge edifice containing the *Veterinary College* (Pl. F, G, 1), one of the three veterinary colleges which exist in France, the other two being at Alfort (near Paris) and at Lyons. It is not interesting except to professional men. Beyond it stands the *Observatory* (Pl. G, 1; not accessible to the public), adjoining which is a brick *Obelisk*, erected in commemoration of the Battle of Toulouse, which was fought on April 10th, 1814 (see above). In clear weather the Pyrenees may be seen from this point.

At the end of the *Allées Lafayette*, the *Boulevards*, which form a ring round the old town, diverge to the right and left. Crossing these we next reach the *Place Lafayette*, an oval Place with a garden embellished with a bronze group ('The Wrestlers') by Labatut. Hence the Rue Lafayette leads to the Capitole, crossing the *Rue d'Alsace-Lorraine*, a new street which traverses the town from N. to S.

On the E. of the Place du Capitole, the centre of the town, rises the *Capitole*, or *Hôtel de Ville* (Pl. E, 3), a building of the 16-19th cent., almost entirely rebuilt in recent times (interior still unfinished). The commonplace Ionic façade, rising directly from the square 'Place' used as a market, scarcely justifies the classic name. That, however, is due to the magistrates of the town before 1789, who were called 'Capitouls'. In the first court,

which has a fine Renaissance doorway, by *Bachelier*, with a statue of Henri IV, Duke Henry II. de Montmorency, Marshal and Governor of Languedoc, was beheaded in 1632. He had shared the revolt of the Duke of Orleans against Richelieu because the title of High Constable was refused to him. Visitors are shown the sword with which he is said to have been executed, though in reality he was beheaded by a kind of guillotine, used at that time in Italy. The Capitole is also the seat of the Académie des Jeux-Floraux.

The *Académie des Jeux-Floraux*, perhaps the oldest literary institution in Europe, was founded in 1323-27, under the name of the 'Collège du Gay Sçavoir', and observed the custom of distributing flowers of gold and silver to its laureates. Clémence Isaure, a noble dame of Toulouse, left a legacy at the end of the 15th cent., which enabled it to increase the number of these flowers, and the Flower Fête is held every year with great solemnity on May 3rd. The flowers distributed are nine in number: the amaranth of gold, the violet, marigold, primrose, eglantine, and lily of silver, all for poetry; the violet or eglantine and immortelle or jasmine of gold, for prose compositions, and the carnation of silver, a 'consolation prize'. The Academy consists of 40 'Mainteneurs' and an indefinite number of 'Maîtres-ès-jeux'. The former are so called because it is supposed to be their duty to 'maintain' the Provençal language and literature.

The Capitole is also the seat of an *Academy of Science, Inscriptions, and Belles-Lettres*, founded in 1640, and of an *Academy of Legislation*, dating from 1851. The town numbers many other learned societies. The former *University of Toulouse*, founded in 1229, was the oldest in France after that of Paris; at present the town possesses only an *Académie Universitaire*.

To the S. of the Capitole is the *Théâtre Municipal du Capitole* (p. 78), and behind the two buildings is the *Donjon*, a square keep of the 15th cent., restored by Viollet-le-Duc in 1880, and now the depository of the archives.

We may now either visit the Musée (p. 85) or proceed to the N. from the Place du Capitole, following the Rue du Taur, which owes its name to the *Eglise du Taur* (Pl. E, 2; to the right), built on the spot to which St. Saturnin, the apostle of Toulouse, was dragged by the bull which he had refused to sacrifice to Jupiter. It is a building of the 14-15th cent. and possesses a façade with triangular arches and battlements. The interior contains some modern paintings.

The church of ***St. Sernin**, or *St. Saturnin* (Pl. D, 2), at the end of this street, is the chief monument of Toulouse and one of the finest Romanesque churches in existence. The choir was begun at the end of the 11th cent., and the building was extended westwards in the 12-13th cent., the great W. portal remaining unfinished. A thorough restoration took place under the direction of Viollet-le-Duc (d. 1877). The church is cruciform and has a nave with double aisles. It is 330 ft. long, and 104 ft. wide; the transept is 210 ft. across; and the nave is 70 ft. high. The **Apse* is flanked by five semi-circular chapels, and each arm of the transept has two similar chapels adjoining its E. side. These chapels group picturesquely with the apse, the choir, and the transept, and above the crossing rises a fine octagonal **Tower*, of later date, with five tiers of tri-

angular arches in the Tolosan style and terminated by a gallery and a spire, 240 ft. above the ground. An *Outer Porch* of the 16th cent., by Bachelier, stands in front of the S. transept-porch, facing the Rue du Taur. This portal and the one on the N. are both more interesting than the unfinished Gothic portal at the W. end.

The INTERIOR is of large dimensions for a Romanesque church, but the general effect is somewhat marred by the strengthening of the central pillars supporting the tower. Under the choir is a crypt containing the relics of six Apostles, St. Saturnin and three of his successors, and several other saints, whose names are inscribed on two marble slabs on the stairs. In a chapel of the N. transept is a singular Byzantine figure of Christ, on a colossal scale, and the aisle of the same transept contains a votive offering of 1528, representing the church as it then was surrounded by defensive works. The 16th cent. stalls also deserve attention; on the first to the right is a pig in a pulpit, intended to represent Calvin preaching. Behind the choir are some interesting bas-reliefs of the 12th cent. and a Holy Family attributed to Correggio. The sacristy contains two magnificent mediæval copes. The organ is a fine modern instrument.

Opposite the façade of St. Sernin is the former *Collège St. Raymond* (15th cent.), restored by Viollet-le-Duc, and converted in 1892 into a *Museum of Industrial Art and Antiquities*.

On the ground-floor are collections of foreign art and ethnography and objects of the 17-18th cent., etc. On the 1st floor are Greek, Egyptian, Roman, and Gallic antiquities; a collection of coins (5000 in number); mediæval and Renaissance objects; furniture, arms, medals, seals, enamels, ivories, etc.

Returning to the Place du Capitole and following the Rue Romiguières towards the W., we pass, at the corner of the Rue Deville, the *Protestant Church* (Pl. D, 3), some paces to the right of which, in the Rue Deville, are the remains of the *Eglise des Cordeillers*, a building of the 14th cent., burned down in 1871.

To the left, opposite the Protestant church, begins the Rue Lakanal in which stands the Lycée. The *Church of the Jacobins* (Pl. D, 3), which is attached to the Lycée, is a tasteful building of the 13-14th cent., chiefly noticeable for its 13th cent. brick tower, which, however, has lost its spire. This is a typical Tolosan tower, with triangular arches. — The *Lycée* (Pl. D, 3) occupies a part of the large building at the end of the street, originally the house of Bernuy, the Spanish merchant who guaranteed the ransom of Francis I. (2,000,000 fr.) after his capture at the battle of Pavia (1525). It has fine details in the Renaissance style. In the same building, on the side next the Rue des Balances, is the *Town Library*, containing 70,000 vols (open daily, except Mon. morning, 9-11 and 4-5; closed Aug. 15th to Oct. 15th).

The Rue Lakanal joins the Rue Gambetta, following which to the right, and again turning to the right we reach *La Daurade* (Pl. D, 3) a church rebuilt between 1764 and 1810, which owes its name ('dorée', Lat. de aurata) to the richness of its original decorations. The present edifice, which is partly shut in by houses, is of no architectural merit. The usual entrance is by the side-doors in the Rue de la Daurade or on the Quai (No. 1). The choir

is decorated with scenes from the life of the Virgin, painted by Roques the Elder. Clémence Isaure (p. 81) is said to be buried beside the high-altar. The flowers destined for the successful candidates in the Jeux-Floraux (p. 81) are blessed here on 3rd May.

The old tobacco-factory, beside this church, is the *Ecole des Beaux-Arts*.

A little above the somewhat dull quay on which the Daurade stands the Garonne is crossed by the *Pont-Neuf* (Pl. D, 4), a fine stone bridge of seven arches, built in 1543-1626 by Nic. Bachelier and his son. The roadway was lowered in 1867.

On the *Garonne* within the town are two extensive mills, each having 34 mill-stones. Below the Pont St. Michel, at the end of the Ile de Tounis, is the *Moulin du Château*, so called because it belonged to a château now replaced by the Palais de Justice (p. 84). It is mentioned as early as 1182. The other, the *Moulin du Bazacle*, founded in the 9th cent., is below the Pont St. Pierre and may be visited by permission. Its weir dates in part from 1719. Farther down are several other industrial establishments, which make use of the mill-lead. — Close at hand, on the right bank, is a *Tobacco Manufactory*, which gives occupation to more than 1200 persons. — From the N. side of the river, near the last-named mill, issues the small *Canal de Brienne*, which unites with the Canal du Midi and the Canal Latéral at their junction, in the *Bassin de l'Embouchure*, at the W. end of the Faubourg St. Pierre.

The vast pile of buildings to the right, on the other side of the Pont-Neuf, in the Faubourg St. Cyprien, is the *Hôtel-Dieu St. Jacques* (Pl. D, 4), founded in the middle of the 12th cent., but repeatedly rebuilt. — Farther down is the *Hospice St. Joseph de la Grave* (Pl. C, 3), with a dome-covered chapel. On the left, near the Hôtel-Dieu, stands the old *Château d'Eau*, whose tower, 90 ft. in height, together with the new one near it, supplies the town with water from the Garonne, purified by underground filters in the meadow between the Garonne and the Cours Dillon (Pl. D, 4-5).

To the E. of the Pont-Neuf is the Place du Pont (Pl. D, E, 4) whence the Rue de Metz (still unfinished) runs across the town in the direction of St. Etienne (p. 84), intersecting the Rue d'Alsace-Lorraine. On the left, as we enter it, at the end of a short cross-street, is the *Hôtel d'Assézat*, a building of the 16th cent. with an interesting court, but unfortunately very dilapidated.

To the S. of the Place du Pont we follow the Rue des Couteliers, which leads to **La Dalbade** or the church of *Notre-Dame-la-Blanche* (Pl. D, E, 4), rebuilt in the middle of the 15th century. It has a fine square tower and an elegant portal of the Renaissance, by Nic. Bachelier, with a modern tympanum in enamelled terracotta, representing the Coronation of the Virgin, after Fra Angelico. The interior, consisting of a nave without aisles, is distinguished by its bold proportions.

A little farther on to the right, in the Rue de la Dalbade (No. 25), is the *Maison de Pierre* or *Hôtel de Clary*, a fine mansion of the early part of the 17th cent., lately restored. Next come, on the right the *Hôtel Felzins* (No. 32), on the left the *Hôtel St. Jean* (No. 32),

houses of the 16th and 17th centuries. — A street to the left leads to the Place des Carmes, where we see on the opposite side, at the beginning of the Rue du Vieux-Raisin, another fine Renaissance building, the *Hôtel Lasbordes* or *de Fleyres*, which is considered the masterpiece of Nic. Bachelier (1515).

The Rue du Vieux-Raisin descends to the S.W. to the *Place du Salin* (Pl. E, 5), a small triangular Place where the autos-da-fé of the Inquisition took place. Adjacent, to the W., in an unpretentious house occupied by nuns, is the *Chapelle de l'Inquisition*, open to visitors, but no longer containing any relics of the Holy Office.

A little lower down is the *Palais de Justice* (Pl. E, 5), the old Palais du Parlement, a plain building, containing some richly decorated rooms. — To the N. rises a statue of *Cujas* (1520-90), the celebrated jurist, a native of Toulouse, in bronze by Valois (1850).

To the S. of the Palais is the *Allée St. Michel*, near the end of which, on the right, is an ornamental portal of eight marble columns forming the entrance of the *Jardin des Plantes* (Pl. F, 5), one of the finest promenades in Toulouse. In this neighbourhood is the seat of the *Faculty of Medicine*, beyond which is that of the *Faculty of Science*, a handsome building opened in 1890. At the entrance of the Botanic Garden is a *Museum of Natural History*, founded in 1864 (open on Sun. and Thurs., 1-5 in summer, 1-4 in winter).

Nearly opposite the entrance to the Jardin des Plantes is the *Jardin Royal* (Pl. F, 5), in which is a bronze, by A. Fabre, of a Shepherd playing with a panther. Adjoining is another promenade, the *Grand-Rond* or *Boulingrin* (bowling-green), the focus of five avenues. This also is embellished with statues. Band, see p. 78.

We proceed through the short avenue to the left, and then through the Rue Ninau, and the Rue Ste. Scarbes, to the —

Cathedral of St. Etienne (Pl. F, 4). This church, which is partly concealed by the adjoining houses, consists of three distinct and somewhat inharmonious parts. The *W. Front*, flanked on the left by a huge square tower, and now much mutilated, dates from the 15-16th century. It has taken the place of an earlier façade, the rose-window of which (13th cent.) has been retained, though its position is no longer central with regard to the main doorway. The *Nave*, which is the oldest part, is a wide and rather low structure of the first half of the 13th cent., without aisles. It is evident that it was meant to be rebuilt after the completion of the *Choir*, which was taken in hand in 1272 on a larger scale and with a different axis. The work went on till the 16th cent. when so many churches were left unfinished. The choir is a handsome and imposing structure with aisles, though it was partly spoiled in the 17th cent. when restored after a fire. It is surrounded with seventeen chapels and is adorned with stained-glass windows of the 15-17th centuries. The metal screens and the stalls are noteworthy. Above the high-altar is a Stoning of St. Stephen in marble and stucco, by Gervais

Drouet (1670). The walls of the nave are hung with paintings of little value.

The Rue St. Etienne, in front of the Cathedral, takes us back to the Rue d'Alsace-Lorraine, where we turn to the right.

The **Musée des Beaux-Arts** (Pl. E, 3), the enlargement of which has been going on for some time, occupies an old Augustine convent, of which some interesting features remain, and a new and massive brick building of doubtful taste, on the side next the Rue d'Alsace-Lorraine. Founded in 1742, this Musée is particularly rich in antiquities and pictures. It is open to the public on Sun. and Thurs. from noon till 5 in summer and till 4 in winter, and to strangers on other days also. The entrance is on the N. side, in the Rue du Musée, whence we first reach a *Small Cloister* in the Renaissance style (1626), containing some fine bas-reliefs and other works of art of the period. To the right is the **Large Cloister*, a picturesque structure of the 14th cent., the trefoil arches of which, supported by double columns, recall the Moorish style. This cloister contains a large portion of the collection of antiquities, while the paintings occupy the old convent church.

The **Museum of Antiquities** consists mainly of objects found in excavations in Toulouse itself, or at Martres-Tolosane (p. 115) and other places in the environs. In the chief cloister and in a tasteful 15th cent. chapel, parallel to one of its galleries, are a series of votive altars dedicated to the divinities of the Pyrenees, some antique, mediæval, and Renaissance sculptures, inscriptions, and casts.

The **Picture Gallery** contains nearly 400 paintings, which are all furnished with names. As the present arrangement is temporary, and as there is no catalogue, the most noteworthy works are here mentioned in alphabetical order.

ITALIAN SCHOOLS: **Baroccio*, Holy Family; *Bellotto*, The Rialto; *Caravaggio*, Martyrdom of St. Andrew; *Carracci*, Madonna; *Guercino*, Martyrs, Patron saints of Modena; *Guido Reni*, Apollo flaying Marsyas; **Perugino*, St. John the Evangelist and St. Augustine; **Procaccini*, Mystic marriage of St. Catherine; *Raphael (?)*, perhaps *Giulio Romano*, Head of a woman; *Salv. Rosa (?)*, Neptune threatening the winds; *Solimena*, Portrait of a woman; *Tempesta*, Cavalry skirmish; *Vanni*, Madonna and Child, with saints; *Unknown Masters*, Madonna, the Saviour, Holy Family (15-16th cents.).

SPANISH SCHOOL: **Murillo*, St. Diego at prayer.

FLEMISH AND DUTCH SCHOOLS: *Van Bloemen*, Horsemen; *Bril*, Venus and Cupid; *G. de Crayer*, Job; *A. van Dyck*, Miracle performed at Toulouse by St. Anthony of Padua (at his command an ass falls on its knees before the Holy Sacrament rather than eat the oats that are presented to it, although it has been three days without food), a copy of a picture in the Museum of Lille; *Van Dyck*, Christ with angels; *Jordaens*, Madonna; *G. de Lairese*, Crucifixion; *Van der Meulen*, Louis XIV. before Cambrai; **Mierevelt*, Portrait; *Quellin*, Martyrdom of St. Lawrence; *Rubens*, Christ between the two thieves, unfinished; *S. van Ruysdael*, Landscape; *Seghers*, Adoration of the Magi; *Verelst*, Head of an old man; *Van Wittel*, Piazza S. Pietro, at Rome; **Unknown Master* (15th cent.), St. John the Baptist, triptych; **Unknown Master* (16th cent.), Descent from the Cross.

FRENCH SCHOOL: *Boucher*, Bather; *Brascassat*, Sorceress; *Chalette*, The 'Capitouls' (p. 80) on their knees before the Saviour; *Phil. de Champagne*, The Virgin and the Souls in Purgatory, Descent from the Cross, Crucifixion, Annunciation, Louis XIII. bestowing the Order of the Holy Ghost; *Benj.*

Constant, Mahomet II. entering Constantinople (1453); *Corot*, Landscape; *Couture*, The thirst for gold; *Eugène Delacroix*, Muley Abd-er-Rahman, emperor of Morocco; *Duveau*, Deposition of the Doge Foscarei (1457); *Gérôme*, Anacreon, Bacchus, and Cupid; *Gros* (of Toulouse), Hercules and Diomede, the last work of the artist who had not the courage to bear the criticism which it aroused; *Gros*, Portraits of Mme. Gros and the artist himself; *F. Guy*, Presentation in the Temple; *Henner*, Mary Magdalen; *Isabey*, Harbour of Boulogne; *Jouvenet*, Foundation of a town by the Tectosages, Descent from the Cross; *Lafosse*, Presentation of the Virgin; *Largillière*, Portraits, the first of the artist himself; *J. P. Laurens*, Pool of Bethesda; **Mme. Lebrun*, Portrait; *Lesueur*, Sacrifice of Manoah; *Lucas*, A Christian Martyr; *J. Michel*, Marriage at Cana; *Mignard*, Ecce Homo; *Oudry*, Hunting; *Pils*, Death of a sister of mercy; *Poussin*, John the Baptist; *Protais*, Diana; *J. Restout*, Diogenes; *Rigaud*, Racine; *Rivalz*, Foundation of Ancyra by the Tectosages; *Robert-Fleury*, Pillage of a house on the Giudecca; *Rixens*, Death of Cleopatra; *Stella*, Marriage of the Virgin; *Subleyras*, St. Joseph and the Infant Jesus; *Tournier*, Descent from the Cross; *De Troy*, Dream of St. Joseph; *Aubin Vouet*, Deliverance of St. Peter.

The Museum also possesses a few SCULPTURES, among which are a Chloris, by *Pradier*; model of the Tarcisius, by *Falguière* (a native of Toulouse); and a cast of his Victor in a cock-fight; Cast of the statue of David, by *Mercié*, also of Toulouse; a Shepherd teaching a kid to dance, cast by *R. Barthélemy*; bronze reproduction of Mercury inventing the caduceus, by *Idrac*.

On issuing from the Museum, we turn to the right along the Rue d'Alsace-Lorraine in order to regain, on the left, the Place du Capitole, or, on the the right, the Square Lafayette, etc.

For the principal lines starting from Toulouse, see p. 78. To *Bagnères-de-Luchon*, see pp. 138, 137, and R. 26; to *St. Giron*s, see R. 27; to *Foix-Tarascon*, *Ussat*, and *Ax*, see R. 28.

FROM TOULOUSE TO AUCH, 55 M., railway in 3 hrs. (fares 9 fr. 95 c. 6 fr. 75, 4 fr. 40 c.). There are four trains, one of which starts from the *Gare St. Cyprien* (p. 78), which those from the *Gare Matabiau* take 25-30 min. to reach, having to make a circuit of 6 M. The line passes through a picturesque and diversified country, crossing several valleys. — 14 M. (from Toulouse-Matabiau) *Pibrac*, birthplace of Germaine Cousin, a young shepherdess (1578-95), who was canonized in 1867, and whose tomb has become an object of pilgrimage. — 26 M. *L'Isle-Jourdain*, a town with 4440 inhab., beyond which we cross the *Save*. — Near (39 M.) *Gimont-Cahuzac* we cross the *Gimone*. Gimont is a small town with an interesting Gothic church, of brick, visible on an eminence to the left. — 44 M. *Aubiet*, beyond which the line crosses the *Arrats*. 49 M. *Marsan* with a fine château. — 55 M. *Auch* (p. 104).

12. From Toulouse to Cette.

136 M. RAILWAY in $3\frac{3}{4}$ -7 hrs. (fares 24 fr. 75, 16 fr. 75, 10 fr. 95 c.). To *Carcassonne*, 56 $\frac{1}{2}$ M., in $1\frac{1}{2}$ -2 $\frac{3}{4}$ hrs. (fares 10 fr. 40, 6 fr. 95, 4 fr. 55 c.). The trains start from the *Gare Matabiau*.

Toulouse, see p. 78. — Leaving on the right the lines to *Tarbes* and *Auch*, we ascend the wide, fertile, and well-cultivated valley of *Lhers*, which is also traversed by the Canal du Midi (p. 80). — 8 M. *Escalquens*; 12 M. *Montlaur*; 14 M. *Baziège*; 16 $\frac{1}{2}$ M. *Villeneuve*; 20 $\frac{1}{2}$ M. *Villefranche-de-Lauraguais*, a small town on the Canal du Midi, possessing a church of the 14th cent., with a portal in the Tolosan style; 25 M. *Avignonet*, another small town with

14th cent. church. Beyond (28 M.) *Ségala* we cross the low watershed and begin the descent to the basin of the Mediterranean. — 31 M. *Mas-Stes. Puelles*. On the left the Cévennes appear.

34 M. **Castelnaudary** (*Buvette; Hôtel de France*), a town with 10,059 inhab., situated to the left on a hill adjoining the Canal du Midi. It was burned and several times besieged in the Albigensian wars, and was again burned by the Black Prince in 1355.

About 4 M. to the E. of Castelnaudary lies the large village of *St. Papoul*, formerly the seat of a bishop and still possessing a fine abbey-church, part of which, including the cloisters, is in the Romanesque style.

FROM CASTELNAUDARY TO CASTRES, 34 M., railway in about 1½ hr. (fares 6 fr. 15, 4 fr. 15, 2 fr. 70 c.). The line skirts the town on the E., with the Montagne Noire (p. 80) to the right. — 12½ M. *St. Félix*, a small town, 2 M. to the W. — About 2 M. to the S. E. of (16 M.) *Revel (Lune)* is the **Bassin de St. Ferréol**, the most important feeder of the Canal du Midi. It is formed by a dam about 2600 ft. long, 230 ft. thick, and 100 ft. high. It holds 1400 million gallons of water, and when full has an area of 166 acres. — About 3½ M. to the E. of Revel (*diligence*) and 2½ M. to the N. E. of the basin, lies the small town of *Sorèze*, long famous for its Benedictine abbey, converted into a college in 1682 and acquired by the Dominicans in 1854. Father *Lacordaire* (d. 1861), the famous preacher, is buried here, and a statue (by *Girardet*) was erected to him in 1888. — 29½ M. *La Crémade*, where we join the line to Montauban. — 34 M. *Castres*, see p. 97.

The Cette line continues to descend through a fertile and well cultivated plain, traversed by the Canal du Midi. — 39 M. *Pexiora*; 43 M. *Bram*; 47 M. *Alzonne*; 51½ M. *Pezens*.

56½ M. **Carcassonne**. — **Hotels**. BERNARD (Pl. a; C, 2), Rue du Marché; BONNET (Pl. c; C, 2), Rue de la Mairie 41, R. 3-6, L. & A. 13¼, B. 1½, déj. 4, D. 5 fr.; DU COMMERCE (Pl. d; C, 2), Rue du Port 16, déj. 3, D. 3½ fr.; *ST. JEAN BAPTISTE (Pl. b; C, 1), Rue de Tivoli and Rue de la Gare, similar charges; DE PARIS (Pl. e; D, 2), Boulevard de la Préfecture 16; ST. PIERRE, Rue de la Gare 58. — *Restaurant* at the station. — **Cafés**. *Grand Café*, Place aux Herbes; *Ambigu*, Boul. de la Préfecture, near the Square Gambetta; others in the Boul. Barbès and near the station. — **Café-Concert**. *Alcazar*, Rue de Belfort.

Carcassonne, the capital of the department of the *Aude*, and the seat of a bishop, is a town with 28,235 inhab., situated on the river *Aude*. It consists of two distinct parts: the *Lower Town*, on the left bank, near the railway, and the *Cité*, some way off, on a hill on the other bank. The latter is one of the most interesting spots in Southern France.

Carcassonne was in existence in the Roman period, but its importance began during the three centuries ending with 713, when it was in the possession of the Visigoths, and reached its climax in the 11-13th cent., when it was ruled by a series of viscounts, the Trencavels. It suffered greatly in the Albigensian war, when it was taken partly by a ruse and partly through treachery. The viscounty was united to France in 1239, like the rest of the territories to which the Montforts had laid claim after the crusade against the Albigenses. *Carcassonne* made a desperate but unavailing resistance, under the last of the Trencavels, to this absorption, and King Louis the Saint isolated the *Cité* and founded the Lower Town (1247). This latter was pillaged and burnt by the Black Prince in 1355. In 1560 many of the Huguenot inhabitants of *Carcassonne* were massacred for having dragged a statue of the Virgin through the mire.

The LOWER TOWN, which is well built and regularly laid out is encircled by green and shady boulevards. A long street beginning opposite the station, beyond the Canal du Midi, traverses the whole town, passing the Place aux Herbes in the centre. The Rue de Quatre-Septembre leads to the Gothic Church of St. Vincent (Pl. C, 14-16th cent.) with a massive unfinished tower, from which Méchain and Delambre calculated the site of the meridian of Paris, which passes only 46'' to the W. This church, like many others in the South, is remarkable for the width of its nave. It is lighted by rose-windows above the chapels between the pillars, and contains some fine stained glass.

The PLACE AUX HERBES (Pl. C, 3), to which the Rue du Port leads from St. Vincent, is planted with fine plane-trees and contains a marble Fountain of the 18th cent. with a figure of Neptune, by Baratta. — Continuing to follow the same direction, by the Rue de Halles, we reach the Cathedral of St. Michel (Pl. C, 3), a Gothic church of the 13th cent. which seems to have served as a model for St. Vincent's. There is no portal at the W. end, but the wall is adorned with a fine rose-window. The church is entered from the Rue Voltaire by a small doorway on the N. side. The interior is painted in grisaille.

Near the church passes the Boulevard Barbès, which, however, can be reached only by a detour to the E. or to the W. To the east is an old gate, known as the *Porte Barbès* (Pl. C, D, 3), at the end of the cross-street leading from the station. In the boulevard, to the right, is the bronze statue, by Falguière, of Barbès (1809-70), the revolutionary, with a musket curiously placed between his legs.

At the other end, the boulevard passes the base of an old bastion and assumes the name of Boulevard du Musée. Farther on, to the right, is the *Square Gambetta* (Pl. D, 2), the handsomest in the town.

Near this point, in the Grande-Rue, is the MUSÉE (Pl. D, 2), open to the public on Sun. and Thurs. from 12 to 4. It contains chiefly paintings.

STAIRCASE. J. P. Laurens, The Immured of Carcassonne (copy); Lehoux, After the battle. — Room I: to the right, 85. Jos. Vernet, Landscape; 32. Desportes, Game; 22. Curtois (*Le Bourguignon*), Cavalry skirmish; 163. Subleyras, 149. Rivalz, 146, 145. Rigaud, Portraits; 129. Mauzaisse, Louis Philippe at Valmy; 86. Girodet, Man meditating on death; 19. Chardin, Still-life. Also a small geological collection. — R. II: to the left, 183. Weenix, Still-life; 59. Jordaens, The temptation; 165. Teniers the Elder, Alchemist's study; 166. Salvator Rosa, Head of a soldier; no number, C. de Vos, Portrait; 121, 122. Locatelli, Landscapes; 160. Seibolt, Portrait of a painter; 4. Guercino, St. Matthew; 137, 136. Panini, Ruins; no number, Ribera, St. Peter; Dirck Hals, Merry company; H. Martin, Francesca da Rimini (copy); O. Venius, Descent from the Cross; etc. Moreau-Vauthier, Shepherd quenching his thirst (bronze). Continuation of the geological collection, and some prehistoric antiquities. — R. III: to the left, 115. Leloir, St. Cecilia; no number, A. Perret, The sower; La Penne, Pygmalion; 12. Briguiboul, Tubal-Cain teaching his children music; 135. Ouvrié, Eaux-Bonnes. Also medals, seals, weights, and small bronzes. — R. IV, to

CARCASSONNE

1:17,000

0 100 200 300 400 500
Mètres



the right of R. III: Small paintings, including a sea-piece by *Van de Velde* and other Dutch works, etc. Faïence and curiosities. — R. V: to the left, 20. *Coignet*, Lake and Cascade d'Oo (p. 179); 143. *Beaumez*, 'They shall not have it'; 112. *Laverges*, Genius extinguished by Pleasure; no number, *Pelouze*, Floods in Holland; 167. *E. Thirion*, Eleazar and Rebecca; 16. *Cabanel*, Christian martyrs. *Diebolt*, Meditation (statue). In the glass-cases, natural history objects and curiosities. — R. VI, to the right of R. V: to the left, 9. *Falguière*, Cain and Abel; 60. *B. Constant*, The Cherifas; 5. *Chazal*, Girls on the beach; 34. *Van Ruysdael*, Landscape; 229a. *Guillaumet*, Wolves devouring a horse; 28. *Van Dyck* (?), Madonna; 2. *Bassano*, Disciples at Emmaus; etc. — R. VII: to the left, no number, *Lerolle*, Arrival of the shepherds; *P. Colin*, Moonlight; *G. Laugée*, First steps; *J. Aman*, St. Julian Hospitator; *Lansyer*, The reef; *Chartran*, Vision of St. Francis d'Assisi; *Luminais*, Last of the Merovingians; *Rosset-Granger*, Orpheus. — R. VIII, to the right: Drawings, engravings, bas-reliefs, furniture. — R. IX: Modern landscapes, genre-scenes, still-lives, and flowers; to the left, *Baduel*, Still-life; to the right, *Pelouze*, Grandcamp; to the left, *Em. Boutigny*, Boule-de-Suif, scene from the war of 1870; to the right, *H. Berteaux*, Joan of Arc; *Coëssin*, Pacification of the Vendée; *L. Deschamps*, On a day in spring. In the centre, *Champard*, Cato of Utica (marble).

Here, too, is the *Town Library*, containing 20,000 volumes.

The **Cité* or OLD TOWN of Carcassonne is on the S. E. side of the town (Pl. E, F, 3, 4). It is reached by crossing the Pont Neuf over the Aude, near the Square Gambetta, or the Vieux Pont, a little higher up, and traversing the suburb of Trivalle. Anything more curious or unique in appearance than this town of the Middle Ages, with its double line of fortifications, furnished with fifty round towers and dominated by a citadel, can hardly be imagined. A good distant view of the finest part of it is obtained from the side of the valley. The fortifications date back to the days of the Visigoths (5th cent.), but were frequently reconstructed or altered before the 14th cent., and they were also renewed in 1850-1879 by Viollet-le-Duc, who considered them the most complete and the most formidable example in Europe of fortifications of the 6th, 12th, and 13th centuries.

The outer line or enceinte is more than 1600 yds. in circumference, the inner one 1200 yds. The whole of the N. part was built by the Visigoths on the ruins of Roman fortifications, which are still visible at several points. There are only two entrances, the *Porte de l'Aude*, to the W., beyond the fortress, and the *Porte Narbonnaise*, to the E. To visit the principal points of interest the services of the custodian, who lives near the *Porte de l'Aude*, should be secured. Specially noteworthy are the numerous defences of the *Porte de l'Aude*, the *Bishop's Towers*, one of which adjoins both enceintes, the *Tower of the Inquisition*, *Charlemagne's Tower*, the *Tower of St. Nazaire*, the *Treasury Tower*, and the *Porte Narbonnaise*. The squalid interior of the *Cité* contains a few ancient and badly preserved houses. The small street which begins at the *Porte Narbonnaise* leads to the *Citadel*, in which very little restoration has been effected. It is now used as a barrack.

Next to its fortifications the chief building of the *Cité* is the church of **ST. NAZAIRE*, formerly a cathedral, founded in the 5th

ent., but rebuilt in the 11-14th, and restored by Viollet-le-Duc. The portal has disappeared and we enter by a Romanesque doorway on the N. side. The nave, in the Romanesque style of the 12th cent., with Gothic side-chapels, is heavy and massive when contrasted with the transept and the choir, both of which are splendid creations of the 14th cent., containing magnificent stained-glass windows. In a chapel to the left of the nave is the monument of Pierre de Roquefort (d. 1321), the bishop who finished the church, with three fine life-size figures in high-relief. To the left of the choir is the tomb of Simon Vigorce, archbishop of Narbonne (1575), with a fine marble statue. A coarse bas-relief on the S. side of the nave represents the siege of Toulouse in 1218. In the small sacristy on the same side is the interesting tomb of Bp. Radulph (1266). A tablet of red marble near the high-altar is said to mark the original resting-place of Simon de Montfort, the persecutor of the Albigenses.

A good view of the Pyrenees is obtained from a point outside the fortifications, near the *Porte de l'Aude*.

From Carcassonne to *Quillan* (excursions), see R. 29.

Resuming our journey from Carcassonne, we cross the Canal du Midi and the Aude and, after getting a fine glimpse of the Cité on the right, enter a short tunnel. We follow the valley of the Aude, at some distance from the river. 61 M. *Trèbes*; 64 M. *Floure*; 67 M. *Capendu*. To the right rises the *Montagne d'Alaric* (1950 ft.), on which the Visigoth king is said to have had a castle, with some ruins of the 14th cent. and marble quarries. — 72 M. *Moux*.

A branch-line runs hence to (17½ M.) *Caunes*, with valuable marble quarries.

DILIGENCE (80 c.) to *Fabrezan*, a country-town, 8 M. to the S., on the Orbieu, with a castle dating in part from the 12th cent., the tower of which is nearly 100 ft. high.

From Fabrezan and from *Lagrasse*, also finely situated on the Orbieu, 3 M. to the S.W., picturesque excursions may be made among the *Corbières*, a small chain of mountains which strikes out from the Pyrenees near the Pech de Bugarach and runs from S.W. to N.E., between the Aude and the Agly (good roads). About 3 M. to the S. of Fabrezan we join the road from Lagrasse to Narbonne, whence diverge several of the most interesting routes across the *Corbières*, the finest those to Estagel and La Nouvelle.

TO ESTAGEL. There are two roads from Fabrezan. The first, the shorter (31 M.) and less interesting, diverges to the right from the Narbonne road, and joins the second at Tuchan (see below). The latter (34 M. from Fabrezan, 32 M. from Lagrasse) quits the Lagrasse road at *St. Laurent-de-la-Cabrerisse* (1¼ M.) and rejoins it 4 M. farther on. — 1 M. (from Fabrezan), *Villerouge-de-Terménès*, with a château and iron mines. 16 M. *Palairac*; 20 M. *Maison*; 24 M. *Tuchan*, a large village and the centre of a coal-field on the S.E. slope of the *Montagne de Tauch* (2850 ft.). At (27 M.) *Paziols* we reach the valley of the Verdoube. — 4 M. *Estagel*, see p. 197.

TO LA NOUVELLE. The road leaves that to Narbonne on the right ½ M. from the Fabrezan road. About 1 M. farther on is *Thézan*, where the scenery begins to be very picturesque. Farther on (12½ M.), a road on the right goes off to (3½ M.) *Durban*, with its ruined château, and beyond this point we enter the valley of the Berre. 19½ M. *Portel*, beyond

which is the Pont de Tamaroque, 65 ft. high. 23 M. Sijean (*Hôtel du Midi*), a small town near the lake of the same name (p. 172), with salt-works which produce annually about 2500 tons of salt. — 27 M. *La Nouvelle*, see p. 196.

Beyond (79 M.) *Lézignan* the train crosses the *Orbieu*. 84 M. *Villedaigne*; 87 M. *Marcorignan*.

93 M. **Narbonne** (*Buffet*). — **Hotels.** HÔTEL DE LA DORADE, DE FRANCE, Rue de la République 44 and 7, near the Hôtel de Ville; GRAND HÔTEL, Boul. Gambetta; DE L'UNIVERS, new, at the station. — **Cafés** in the Place de l'Hôtel-de-Ville. — **Post and Telegraph Office** in the Place du Tribunal, beside the former cathedral.

Narbonne, a town of 29,566 inhab., is situated in a dusty plain, 5 M. from the Mediterranean, with which it is connected by the Canal de la Robine. Though still carrying on a number of industries (distilling, coopering, etc.), it has emphatically seen its best days, and its streets are badly built and far from clean. A handsome new quarter has, however, been laid out near the station, necessitating the removal of the interesting old fortifications. It is a disappointing town to those who bear in mind its former importance, as its only lions are the old Cathedral and the Archbishop's Palace. Even the Museum is poor in antiquities.

Narbonne, *Narbo*, was a flourishing town as early as the 5th cent. B. C. It was colonized by the Romans B. C. 116. At that time it was surrounded by lakes which were connected with the Lake of Sijean (p. 172) and so communicated with the sea, thus making the town one of the first ports of the Mediterranean and the rival of Massilia. It gave its name to Gallia Narbonensis, a part of Gaul conquered by the Romans before the time of Cæsar. Martial, in A. D. 95, speaks of it as a beautiful town, and Sidonius Apollinaris (d. 484) praises its theatre, temple, capitol, warm baths, triumphal arches, and other buildings, of which nothing remains but fragments discovered in the walls of the enceinte, which were demolished in 1867. The Visigoths established themselves here in 413 and kept possession of the town till 719, when it was taken by the Saracens after two years' siege. So strongly did the latter fortify it that Charles Martel failed to take it and the troops of Pepin only effected their entrance through treason in 759. In 817 the town became the capital of the duchy of Septimania or Gothia, adjudged to Lothaire, but it afterwards had its own viscounts, passing subsequently first to the Counts of Auvergne, then to those of Toulouse, with whose dominions it was finally united to France. The decay of the town dates from the beginning of the 14th cent., when the Jews, who had been established in a quarter of their own by Charlemagne, were expelled, and the port became silted up through the bursting of a dyke, by which the Romans had diverted to it a branch of the Aude. — The honey of Narbonne is considered the best in France.

The best way from the station to the centre of the town is to follow the Boulevard de la Gare to the right, leaving the old town to be visited on the return. The Rue de la République leads to the left from the end of the boulevard, on this side of the Canal de la Robine, direct to the Place de l'Hôtel-de-Ville.

The CHURCH OF ST. JUST, formerly the *Cathedral* (closed from noon till 1), on one side of the Place, is a fine but unfinished Gothic edifice dating mainly from 1272-1332. The work was resumed in the 18th cent., and again in recent years, but has once more been

interrupted. The choir, the only ancient part, with towers added in the 15th cent., is a vast pile 131 ft. in height, rivalling the churches of the North in boldness of style, if not in richness of ornamentation. The exterior is crowned with a double range of battlements, and the flying buttresses end in turrets.

INTERIOR. In the ambulatory are some interesting tombs of bishops of the 14th and 16th cents.; in the 3rd chapel on the left, that of a general of the time of Henri IV. The organ-case dates from 1741. The treasury contains MSS., missals, ivory carvings, portable altars, a cross, chalice, etc. (7-16th cent.). Fine view from the towers. — Adjoining the church are some remains of the *Cloisters* (14-15th cent.).

The chief remains of the ARCHIEPISCOPAL PALACE, which was fortified in the Middle Ages, are three towers on the façade, the largest (on the left) dating from 1318. The Gothic *Hôtel de Ville*, between this tower and the next, was built by Viollet-le-Duc.

The *MUSEUM, in the same building, chiefly contains paintings and a fine ceramic collection (Sun. and Thurs., 2-4; to strangers at other times also). We enter by the door to the left, at the end of the court, or by skirting the building to the left to the Jardin Public at the back of it. The garden contains sculptures, inscriptions, architectural fragments, and other antiquities found at Narbonne; the rest of the antiquities have been deposited in the old Eglise de Lamourguié, beyond the canal, and may be seen on application to the keeper of the Museum.

ROOM I. Gallic and Roman antiquities; fossils from the quarries of Armissan, 5 M. to the E. of Narbonne; six pictures representing aldermen of Narbonne in the 17th cent.; and portraits of benefactors of the Museum.

ROOM II., in the large tower, has a beautiful ceiling, executed in 1634 by Italian artists and representing Genii and Muses; also a Roman mosaic found at Narbonne. — The ancient Dining Hall of the archbishops and other rooms are also interesting for their decorations. Among the best pictures in R. II. are: 154. *H. Rigaud*, Portrait; 277. *Moralès*, *Costoforo*, *Ece Homo*; 244. *Guardi*, Piazza of St. Mark; 250. *Luini*, Head of John the Baptist; 260. *Sassoferrato*, Madonna; 88. *Glaize*, Tyrannical voluptas. — 51. *Dauzats*, Spanish landscape; 297. *Jordaens*, Family of Darius before Alexander; 24. *Gust. Boulanger*, Acis and Galatea; 247. *Guido Reni*, St. Paul, copy or replica of a work in the picture-gallery of Bologna. —

ROOM III. To the right and above the door, 323. *P. de Vos*, Amazons; 275. *Carducho* (Spain), St. Joseph and the Holy Child; 307. *Rubens*, Jesus at the house of Lazarus (birds, etc., by *Snyders*); to the left, 7. *G. Becker*, The martyr's widow; 125. *P. Mignard*, San Carlo Borromeo administering the communion to the plague-stricken at Milan. — 95. *Al. Hesse*, Portrait; 266. *Antoretto*, Sacrifice; 291. *Brueghel the Elder*, Village-festival; *Jordaens*, 296. Intoxication and Silenus, 298. Triumph of Silenus; 29. *Brémond*, Francis I. sitting Benvenuto Cellini; marble figures by *Ottin* and *Lescornée*. Interesting furniture, medals, etc.

ROOMS IV. & V. contain the *Ceramic Collection, which comprises over 100 pieces. Among the most noteworthy are the Mauro-Spanish ware, from Valencia (Nos. 1-13); the Italian majolica of Castelli (71), Deruta (72, 73), Ivona (90, 92), Urbino (97, 98, 101-103), etc.; the porcelain and glazed ware of China, Japan, Persia, Berlin, Saxony, France, etc.

ROOM VI (*Salle Chaber*). To the left, 302. *Moreelse* or *Ravestein*, Portrait; 8. *Murillo* (?), The Holy Child appearing to St. Anthony of Padua; 236. *School of Carracci*, St. Augustine; no number, *Raphael* (?), Martyrdom of Cecilia, a fresco from La Magliana (sadly damaged); 301. *Mierevelt* (?), Portrait; 155. *Rigaud*, Portrait of himself; 325. *German School* (?), Assump-

tion; 284. *Velazquez*, Portrait; 208. *Unknown Artist*, Portrait of an archbishop; 41. *Ph. de Champaigne*, Nativity (a copy by his nephew *J. B. de Champaigne*); 59. *Despèches* (ca. 1588), Holy Family; 287, 288. *Antonissen*, Landscapes; 316. *J. van Eyck* (?), Triptych; 240. *C. Dolci*, and no number, *Baroccio*, Descent from the Cross; 253. *Palma Vecchio* (?), Marriage of St. Catharine; 268. *Veronese*, Madonna, with the donor and saints; 179. *Unknown Artist*, Still-life; 282. *J. de Valdès-Leal*, Bearing of the Cross; 261. *Seb. del Piombo*, Portrait; 232. *Bassano*, Adoration of the Shepherds; 234. *Pietro da Cortona* (*Bezzolini*), Massacre of the Innocents; 264. *Titian*, Vinc. Capello; 148. *N. Poussin*, John the Baptist; 258. *Salvator Rosa*, St. Jerome; 299. *Jordaens* (after *Rubens*), Bacchanalian scene; 243. *Giotto* (?), Holy Family; 242. *Garofalo* (?), Jesus and the Woman of Samaria; 245. *Guercino*, Judith; 91. *G. Poussin*, Landscape; 274. *Bauza* (Spain), Holy Family; 280. *Ribera*, St. Andrew; 273. *J. de Arellano*, Flowers, fruits, and birds; 292. *G. de Crayer* (?), A Doctor of the church.

ROOM VII. (*Galerie Peyre*; adjoining R. IV.). Above the door, 294. *Fyt*, Kitchen (figures by *Jordaens*); to the left, 39, 40. *Ph. de Champaigne*, Portraits; 330. *G. van de Velde*, Sea-piece; 140. *Nattier*, Portrait; 129, 128. *N. Mignard*, Portraits; 127. *P. Mignard* (?), Portrait of a queen of France; 89. *Greuze*, Head of a girl; 314. *Van Dyck*, Honoré of Savoy; 126. *P. Mignard* (?), Mme. de Sévigné; 262. *Seb. del Piombo* (?), Study; 279. *Juan de Ribalta* (?), Monk; 149. *Primaticcio*, Rape of Europa. — ROOM VIII. Casts from the antique. To the right, between the windows, 529. *Silenus*, an ancient marble statue found in constructing the railway. — The GALLERY parallel to the large hall, contains furniture, engravings, etc.

The Rue Droite leads from the Place de l'Hôtel-de-Ville to the station. In the Rue Michelet, running parallel to the Rue Droite, is the church of *St. Vincent*, in the florid Gothic style. The chapel to the right contains a fine stone reredos. — Archæologists may visit the church of *St. Paul Serge*, a Gothic building of the 13th cent., near the outskirts of the town, beyond the Robine.

From Narbonne to *Perpignan*, see R. 30. — A branch-line runs from Narbonne to (13 M.) *Bize*, a manufacturing town on the Cesse, with some prehistoric caves. — Tramway to *Coursan* (see below), hourly; 60 c.

97 M. *Coursan* (*Maison-Dorée*), a town of 3847 inhab., on the Aude, with an artesian well yielding an aerated and ferruginous thermal water. We cross the Aude. Farther on, to the left, is the *Lake of Capestang*, which is to be drained. — Beyond (102¹/₂ M.) *Nissan*, we thread a tunnel of 550 yards, partly under another tunnel through which the Canal du Midi passes. Reaching Béziers, we cross the *Orb*, which a little lower down is also crossed by a fine aqueduct of the Canal du Midi.

108¹/₂ M. **Béziers**. — **Hotels**. GRAND HÔTEL DE LA PAIX, PAUL RIQUET, DES POSTES, DU COMMERCE, all in the Allées Paul-Riquet, the first near the theatre, the second nearest the station; DU NORD, Place de la Citadelle, to the left of the Allées. — **Cafés**. Several near the theatre, well fitted up. — **Buffet** at the station.

Béziers, with 41,475 inhab., finely situated on a hill to the left, is a town of very ancient origin, having been colonized by the Romans under the name of *Biterra Septimanorum*. Like most of its neighbours, it suffered severely in the Albigensian wars, and in 1209, about 20-30,000 of its citizens were massacred or burned. Béziers produces good red wines and carries on a large trade in brandy.

situated on the Larne, to the N.W. of the Montagne Noire. Near the station is a *Promenade* with fine plane-trees. The *Church of St. Sauveur* has some curious paintings on its walls and vaulting. The scanty ruins of the *Château d'Hautpoul* occupy an eminence outside the town.

The two chief summits of the **Montagne Noire** may be ascended hence in 4-4½ hrs. (with guide): the *Pic de Nore* (3970 ft.), to the S.E., viâ the valley of the Arnette; the *Pic de Montaud* (3350 ft.), to the S.W., by the new Carcassonne road.

76 M. *Alberts*. — At (79 M.) *St. Amans-Soult*, Marshal Soult (1769-1852) was born and died. — 82 M. *Albine*; 84½ M. *Lacabarède*. Then beyond a short tunnel (87 M.) *Labastide-Rouairoux*, a cloth-manufacturing town, with 2906 inhabitants.

A tunnel nearly ½ M. long takes us from the valley of the Thoré to that of the Salesse, and from the basin of the Atlantic to that of the Mediterranean. The scenery changes; fig-trees and olives appear. — 91½ M. *Courniou*.

95 M. **St. Pons** or *St. Pons-de-Thomières (Hôtel Pastré)*, a cloth-manufacturing town with 3247 inhab., about ½ M. to the left, in a valley at the head of which the Jaur rises. We pass under the railway and follow a fine avenue of plane-trees to the town. Near the other end of the town is the *Cathedral* (12th cent.; rebuilt in the 18th), which has a fine old portal behind the choir, and in the interior, handsome choir-stalls and choir-screen.

FROM ST. PONS TO ST. CHINIAN (*Béziers*), 14 M., public conveyance in 2½-3 hrs. (fare 2 fr.), thrice a day, from the *Café du Commerce*, near the church. — The route leads viâ the deep *Defile of the Nouve* and down the valley of the *Vernazobres*. — *St. Chinian*, see p. 95.

FROM ST. PONS TO LA SALVETAT, 13½ M., public conveyance in about 3 hrs. (fare 2½ fr.), starting daily at 1 p. m. from the little *Hôtel Dauzat*, at the end of the main street. — The route leads viâ the *Col du Saumail* or *du Cabaretou* (3115 ft.) to (13½ M.) *La Salvetat* (2195 ft.; *Hôtel Calbérac*), with 3320 inhab., on the right bank of the Agout, a favourite summer-resort of the inhabitants of the plain of Narbonnais. Here are the mineral springs of *Rieumajou*. The neighbourhood is bracing, abounding in game and fish, and is a good centre for excursions. — *Lacaune* (p. 97) lies only 12½ M. to the N. of La Salvetat.

A small tunnel is traversed. — 97½ M. *Riols* has cloth-manufactures. Beyond (101½ M.) *St. Etienne-d'Albagnan* the Jaur is spanned by three bridges. The bare heights to the left are the *Monts de l'Espinouse* (3550 ft.). — 105 M. *Olargues*, situated on a crag on the right bank. We cross a long and lofty viaduct to (107½ M.) *Mons-la-Trivalle*. The *Gorge d'Héric*, see p. 99. Beyond another viaduct and two tunnels we enter the valley of the *Orb*, and halt at *Colombières* (Hotel), where are a double waterfall, a ruined château, and a huge chestnut-tree; the *Gorge d'Héric* may also be visited hence. To the left rise the lofty cliffs of the *Caroux* (p. 99). Beyond a tunnel is (113 M.) *Le Poujol*.

114 M. **Lamalou-les-Bains**. — *Hotels*. At Lamalou-le-Bas: GRAND-HÔTEL, R. from 3, B. 1, déj. 3, D. 3½ fr., GR.-HÔT. DES BAINS, DU NORD, these three of the first rank, 8-12 fr. per day. — DU MIDI, DE LA PAIX,

DE FRANCE, second class. — At Lamalou-le-Centre: GRAND-HÔTEL DU CENTRE. — At Lamalou-le-Haut: HÔTEL DE L'ÉTABLISSEMENT; TABARIÉ, R. from 1 $\frac{1}{2}$, B. $\frac{3}{4}$, déj. 3, D. 3 $\frac{1}{2}$ fr. — Numerous Villas and Furnished Houses.

Bath Establishments. At Lamalou-le-Bas: Bains de piscine 1 $\frac{1}{4}$ -4 fr., douches 1 $\frac{1}{2}$ -1 $\frac{3}{4}$, plunge-bath 2 fr. At Lamalou-le-Haut: Bains de piscine 1 $\frac{1}{4}$ -2, bain de baignoire 3, douche 1 $\frac{1}{2}$ fr. — At Lamalou-le-Centre: baths 1 $\frac{1}{2}$, douches 1 $\frac{1}{4}$ -2 fr. — *Mineral Water*, 10 c. per glass.

Carriages. About 25 fr. per day; drives in the environs 10-40 fr. (tariff). — *Tramway Omnibuses* between the station, the three bath-establishments, and La Vernière, 15, 20, 25 c. — *Donkeys*, 5 fr. per day.

Casinos. *Casino-Théâtre* at Lamalou-le-Bas; *Casino Municipal*, new. **Post & Telegraph Office** at Lamalou-le-Centre.

Lamalou-les-Bains, a thermal station amidst the mountains that unite the Cévennes and the Montagne Noire (p. 98), consists of *Lamalou-le-Bas* or *l'Ancien*, *Lamalou-le-Centre*, and *Lamalou-le-Haut*, all near each other and at about the same elevation (590 ft.). The waters (61-114° Fahr.) are especially efficacious in rheumatic and nervous affections. The visitors are mostly from the S. of France and from Spain. Lamalou is very hot and dusty in summer, like all this part of southern France.

The ÉTABLISSEMENT DU BAS, to the left in the village, behind the casino, is pleasantly situated round a shady court, open towards the valley. On the hill-slope behind are a pretty *Park*, with the *Uyclade* spring (118° Fahr.), one of the chief mineral springs, and a small *Botanic Garden* (adm. free). The *Lacets de Rhèdes* offer a picturesque walk with fine views. — The ÉTABLISSEMENT DU CENTRE, rebuilt in 1892, has a *Hydropathic Establishment* in connection with it. — The ÉTABLISSEMENT DU HAUT, $\frac{1}{2}$ M. farther on, is a well-equipped establishment in a pleasant *Park*, with a small stream and the buvette of the *Petit-Vichy*.

Excursions and Walks. BY TRAMWAY (25 c.) to the *Park of La Vernière* (adm. 25 c.), about $\frac{3}{4}$ M. to the S.S.E., on the bank of the Orb.

ON FOOT OR ON DONKEYS. To the N.W., to *Villecelle* (3 M.), a typical Cevenole village; to *Le Fraïsse*, with its legendary chestnut-tree, 3 hrs. there and back; to the N.E. to the hermitage of *Notre-Dame-de-Capimont* (4 hrs.; fine view); to the S.W. to the priory of *St. Pierre-de-Rhèdes*, the foundation of which is attributed to Charlemagne; to the *Caroux*, see below.

BY CARRIAGE. Viâ *Hérépian* and the valley of the *Mare* to (3 $\frac{1}{2}$ M.) *Villemagne*, said to have been endowed by Charlemagne (10 fr. there and back). The church dates from the 12th century. About $\frac{1}{2}$ M. farther is the picturesque *Pont du Diable*. To *St. Gervais*, see below. — To the *Valley of the Orb* and the *Gorge d'Héric*, 10 M., an interesting excursion requiring $\frac{1}{2}$ day. The route leads through a highly picturesque part of the valley viâ *Le Poujol* and (5 M.) *Colombières* (see below). The imposing rocky amphitheatre of the *Gorge d'Héric* lies to the left of the road, a little before the (6 $\frac{3}{4}$ M.) *Pont de Tarassac*, a suspension-bridge over the Orb, commanding a beautiful view. This excursion may also be made by taking the train to *Mons-la-Trivalle* (p. 98), about $\frac{1}{2}$ M. beyond the *Pont de Tarassac*. — To (8 $\frac{1}{2}$ M.; 20 fr.) *St. Gervais-Ville* (*Hôtel Soulié*), a village with 1780 inhab., picturesquely situated on a tributary of the *Mare*, viâ the plateau of *Taussac*, returning by the valley of the *Mare* viâ *Villemagne* (12 $\frac{1}{2}$ M.; see above). — From *St. Gervais* to *Graissesac* and to *Lacaune*, see pp. 97, 269.

ASCENT OF MONT CAROUX (3 $\frac{1}{2}$ -4 hrs.). We drive to (7 $\frac{1}{2}$ M.) *Douch* (there and back 35 fr.), $\frac{1}{2}$ - $\frac{3}{4}$ hr. to the N.W. of the plateau; or walk viâ *Villecelle*, *Le Fraïsse* (see above), *Le Logis-Neuf* (1 $\frac{1}{4}$ hr. from La-

malou), and *Douch* (about 1 hr. from the top). **Mont Caroux** (3585 ft.; guide 6 fr.; from the inn 2 fr.), though not very lofty, commands an admirable view, embracing the plain of Bas-Languedoc, part of the Pyrenees, the Mediterranean, Mont Ventoux, and the beginning of the Alps, etc.

Beyond Lamalou the railway continues to ascend the valley of the Orb. — 116 M. *Hérépian*. To Villemagne, see p. 99. We cross the Orb, and join the main line from Neussargues to Béziers (R. 42).

118 M. **Bédarieux** (*Buffet*), see p. 269.

The Montpellier line follows that to Béziers as far as (124 M.) *Faugères*, the next station, where it turns to the E. It then passes through three tunnels. — 131 M. *Gabian*, a large village with a ruined château. — 133½ M. *Roujan-Neffiès*, in a coal-mining district. — 136 M. *Caux* (1930 inhab.); 139 M. *Nizas*.

142 M. **Paulhan** (*Buffet*). Railway to Béziers and Pézenas, see p. 95.

FROM PAULHAN TO LODÈVE, 18½ M., railway in 1 hr. 10 min. (fares 3 fr. 25, 2 fr. 25, 1 fr. 45 c.). This line is a continuation of the line from Béziers through the valley of the Hérault. — 7½ M. **Clermont-l'Hérault** (*Hôt. du Commerce; de la Renaissance*), a small industrial town, with tanneries and manufactures of woollen cloth, mainly for the army. It contains a church of the 13-14th cent. and a ruined castle. About 5 M. to the S.W. is the small village of **Mourèze**, in a curious amphitheatre of dolomite rocks recalling Montpellier-le-Vieux (p. 275). A carriage (4-8 pers., 20-30 fr.) may be ordered in advance, through the station-master, for a visit to this 'cirque'. — A public conveyance (3 fr., with minimum of 12 fr.; places to be secured in advance) also plies to St. Guilhem-le-Désert, 15 M. to the N. E., viâ (1½ M.) *Gignac*, with two interesting churches, and (10½ M.) *Aniane*, an ancient little town beside an 18th cent. abbey, now a prison. **St. Guilhem-le-Désert** (*Inn*) occupies a curious site near the *Gorges of the Hérault*. It possesses a remarkable Romanesque-Byzantine Church, part of the Cloisters of the abbey to which it owes its origin, and some remains of fortifications, etc. — 18½ M. **Lodève** (*Hôtel du Nord*), the *Luteva* of the ancients, a finely situated town of 9060 inhabitants, was governed in the Middle Ages by viscounts, and then by bishops, who up to 1789 had the right of coining money. It is now a manufacturing town, specially engaged in making military cloth. The former *Cathedral* dates from the 13th and 16th centuries.

We cross the *Hérault*. — Between (144½ M.) *Campagnan* and (146 M.) *St. Pargoire* is a tunnel, and beyond (150½ M.) *Villeveyrac* another.

156 M. **Montbazin**, also a station on the line from Béziers viâ *Mèze* (p. 95) and connected by rail with *Cette* (8 M.), viâ *Balaruc* (p. 96). — 159 M. *Cournonterral*; 161½ M. *Fabrigues*; 165 M. *St. Jean-de-Vedas*.

167 M. **Montpellier** (for farther details and plan, see *Baedeker's South-Eastern France*).

Hotels. NEVET, Boulevard de l'Esplanade; GRAND HÔTEL, Rue Maguelone; CONTINENTAL, Place de la Comédie; DU MIDI, Boul. Victor-Hugo; DELMAS, Rue de la République; MAGUELONE, Rue Maguelone; LERANE, Boul. Victor-Hugo, unpretending. — **Cafés** in the Rue Maguelone, Place de la Comédie, Boulevard de l'Esplanade, etc. — **Cabs**, with one horse, per drive 1 fr.; with two horses 1½ fr.; per hr. 2 fr.

Montpellier, a town of 69,258 inhab., the capital of the department of the *Hérault*, is situated on a hill commanding a fine view,

with the *Lex* flowing below. From the square outside the station, with a *Monument to Planchon*, late director of the Jardin des Plantes, the handsome Rue Maguelone leads to the Place de la Comédie, with the *Fontaine des Trois Graces* (1776) and the *Theatre*. To the right of the Place extends the *Esplanade* with the **Musée*, containing one of the best provincial collections of paintings in France. The *Boulevards*, beginning at the Place de la Comédie, make the circuit of the old town. In the Boul. Victor-Hugo is the 12th cent. *Tour de la Babotte*. The **Peyrou*, the higher part of the town, is a fine promenade dating chiefly from the 17-18th centuries. The *Porte de Peyrou*, a Doric triumphal arch, was erected in 1691. A little below the Peyrou is the large *Jardin des Plantes*, the oldest in France. — The *Cathedral*, founded in the 14th cent., has been restored and enlarged in modern times. The various buildings of the University Academy are also interesting.

14. From Périgueux to Tarbes (Pyrenees).

186 M. RAILWAY in 9 hrs. (fares 33 fr. 70, 22 fr. 80, 14 fr. 90 c.). — From Paris to Tarbes viâ Limoges, 495 M. in 23½ hrs. (fares 89 fr. 60, 60 fr. 50, 39 fr. 50 c.); viâ Bordeaux, 515 M., see R. 1 and p. 64. — From Limoges to Tarbes, 247 M., in 12 hrs. (fares 44 fr. 80, 30 fr. 30, 19 fr. 75 c.).

Périgueux, see p. 43. The train passes near the ruins (left) of *Château Barrière* (p. 45); to the right is the *Tour Vesone* (p. 45). Beyond (7 M.) *Niversac*, the junction for Brive (p. 107), our line ascends. 11 M. *Versannes*; 15½ M. *La Gélie*. — 21 M. *Miremont*.

About 3 M. to the E. of the station is the **Grotto of Miremont* or *Trou de Granville*, the galleries of which measure altogether about 2½ M. in length. The 'Grande Branche' is about 1100 yds. long, and contains remarkable stalactites and stalagmites, fossil shells, etc. The guide, whose attendance is necessary, lives close by. The entrance is narrow and the ground almost everywhere slippery; the atmosphere cold and damp. To see the whole would take eight hours, but curiosity may be satisfied in two. The most interesting points are the *Cas de la Vieille*, a stalagmite; the *Cake Room*, the *Sparkling Grotto*, the *Umbrella*, *St. Front*, a domed chamber, the *Shell Room*, the *Table and Tomb of Gargantua*, the *Halle de a Labenche*, and the *Foirail* or *Market Place*.

Beyond Miremont we cross two viaducts, pass through a short tunnel, and cross the *Vézère*. — 25½ M. *Les Eyzies*, a picturesquely placed village surrounded and overhung by magnificent rocks. These rocks contain a large number of *Grottoes*, where remarkable discoveries of bones of extinct animals and of implements of flint and reindeer horn have recently been made.

The line now again crosses the *Vézère*. Beyond (30 M.) *Le Bugue*, a commercial town with 2650 inhab., we cross for the last time the tortuous *Vézère*, which joins the Dordogne a little farther on. On the left is the ancient *Château de Perdigat*; to the right the village of *Limenil*, once a fortified town. We now enter the beautiful valley of the *Dordogne* and cross that river.

35 $\frac{1}{2}$ M. **Le Buisson** (*Buffet*), the junction of the line from Bordeaux viâ Bergerac (p. 15).

About 3 $\frac{1}{2}$ M. to the S. is *Cadouin*, which once possessed a celebrated abbey. The only remains are the church (12th cent.), with a fine painting of the 15th cent., and the magnificent *Cloisters, in the Flamboyant style.

FROM LE BUISSON TO ST. DENIS-PRÈS-MARTEL (*Aurillac*), 50 M., railway in 2 hrs. 40 min. (fares 8 fr. 95, 6 fr. 5, 3 fr. 95 c.). We follow the main line as far as (4 $\frac{1}{2}$ M.) *Siorac*, the next station, and crossing the *Dordogne* ascend the beautiful valley of that river to the E. — 9 $\frac{1}{2}$ M. *St. Cyprien*, a small town of 2134 inhab., on the left. To our left is a range of hills on which, beyond (13 M.) *St. Vincent-Bézenac*, the fine *Château de Beynac* (13th, 14th, and 16th cent.) comes into view and long remains in sight. We cross the *Dordogne*. The *château* (14th cent.) seen on the right before the bridge belongs to (14 M.) *Castelnaud*. Another *château* on a height comes in view lower down. The country is undulating; we recross the *Dordogne* and begin to ascend. — 16 M. *Vézac*. We now quit the river, traverse two tunnels (the first $\frac{1}{4}$ M. long), and pass over a viaduct.

20 $\frac{1}{2}$ M. **Sarlat** (**Hôt. de la Madeleine*, Rue de la République), a town of 6615 inhab., in a valley about $\frac{1}{2}$ M. to the left of the station. The large building to our left as we arrive is a seminary. With the exception of the Rue de la République, the streets are narrow, crooked, and ill-built, but they contain several quaint old *Houses*, some even in the Gothic style. The most interesting are in the Rue Gambetta, to the right, where there is also a ruined church of the 14th century. A little farther on is a *Cathedral*, of the 11th, 12th, and 15th cent., with some fine wood-carving. The 16th cent. house near the entrance was the birthplace of La Boétie (1530-1563), the author and friend of Montaigne, to whom a statue was erected in 1892. The lane ascending by the left of the church skirts an enclosure within which is a *Sepulchral Chapel*, a Gothic structure of two stories, belonging to a convent (visitors admitted). Farther up is a promenade known as the *Jardin Plantier*.

Beyond Sarlat the railway returns to the valley of the *Dordogne*; fine view to the right. — 25 $\frac{1}{2}$ M. *Carsac*; 28 $\frac{1}{2}$ M. *Calviac*. The line skirts the river, traverses a tunnel, $\frac{1}{4}$ M. long, and crosses a bridge. 31 M. *Carlux*; 35 $\frac{1}{2}$ M. *Cazoulès*. We here join the line to Cahors and follow it to beyond the viaduct of Souillac, which now appears on the right. Fine amphitheatre of mountains; tunnel; two viaducts.

38 M. **Souillac** (p. 109). We cross the large viaduct and see another to the left, over which runs the line to Brive. Then, farther on, another viaduct and a tunnel, over $\frac{1}{4}$ M. in length. — 41 M. *Le Pigeon*.

46 M. *Martel*, a little town to the left, has a curious 14th cent. *Hôtel de Ville* and an interesting church of the 15th century. — The railway now attains a considerable elevation (fine view to the right), traverses rock-cuttings and five tunnels, begins to descend rapidly, and joins the line from Toulouse viâ Capdenac (on the right). — 50 M. *St. Denis-près-Martel* (p. 107).

Beyond (40 M.) *Siorac* we quit the *Dordogne* valley, which diverges to the left (with the line to St. Denis-près-Martel), and skirt slopes planted with vines.

43 $\frac{1}{2}$ M. **Belvès**, a small town of 2182 inhabitants. The country now becomes very hilly; the line crosses five viaducts and passes through a tunnel 1640 yds. long. 50 M. *Le Got*, with a large export of mushrooms (*cèpes*) gathered in the neighbourhood. 54 $\frac{1}{2}$ M. *Villefranche-de-Belvès*, a small town on a hill rising from the *Alle-mance*, which we cross repeatedly farther on. 58 M. *Sauveterre*, with a ruined castle of the 13th century. — 60 M. *St. Front*, with a partly fortified Romanesque church. Then three bridges with a short tunnel between the first two. — 64 M. *Cuzorn*.

67 $\frac{1}{2}$ M. **Monsempron-Libos** (*Buffet*). Monsempron, on a height to the right, has an interesting Gothic and Romanesque church.

FROM MONSEMPRON-LIBOS TO CAHORS, 31 M., railway in 1 $\frac{3}{4}$ -2 hrs. This branch ascends the picturesque valley of the Lot. 1 $\frac{1}{4}$ M. *Fumel*, an industrial town of 3630 inhab., 5 M. from the well-preserved old castle of *Bonaguil*. The line then runs between the river and the steep heights on the left. At the foot of the hills on the right are the ruins of the old town of *Orqueil*. 5 $\frac{1}{2}$ M. *Soturac-Touzac*; 8 M. *Duravel*, beyond which we cross the tortuous Lot; 11 M. *Puy-l'Evêque*, a town of 2200 inhab., situated on the left. Then another bridge over the Lot and a short tunnel. 15 $\frac{1}{2}$ M. *Castelfranc*, with a castle situated on the right a little short of the station; 20 M. *Luzech*, with a ruined castle of the 13th cent., on a peninsula formerly defended by a Celtic fortress, of which some remains have been discovered. 22 M. *Parnac*. To the left is the château of *Grézette*. 26 M. *Mercurès*, with an interesting castle of the 13th cent., on a hill to the right, belonging to the Bishop of Cahors. To the left are massive retaining walls, with arches. — 31 M. *Cahors*, see p. 110.

The Agen line skirts the Lot for some distance, passing (71 M.) *Trentels-Ladignac*. — Bridge over the Lot, and two short tunnels.

77 $\frac{1}{2}$ M. *Penne*, on a hill 1 $\frac{1}{4}$ M. to the N. of the station, with the scanty remains of a famous mediæval castle. At some distance, to the left, are the ruins of *Castel Gaillard*.

FROM PENNE TO TONNEINS, 14 $\frac{1}{2}$ M., railway in 1 $\frac{1}{4}$ hr. (fares 4 fr. 80, 3 fr. 30, 2 fr. 10 c.). — 5 $\frac{1}{2}$ M. **Villeneuve-sur-Lot** (*Hôtel Lamouroux*) is a town of 13,800 inhab., with a large trade especially in prunes, which it exports annually to the value of 120,000*l.* Part of the *Ramparts* of the 13th cent., especially on the left bank, and a bridge of the same period still remain. One of the squares is surrounded by arcades of the same date. — At (12 M.) *Ste. Livrade* (2644 inhab.) we cross the Lot. — 22 $\frac{1}{2}$ M. *Clairac*, with 3560 inhab., embraced the Reformation with ardour and was captured by Louis XIII. in 1621. — 27 M. *Tonneins*, see p. 72.

We now traverse a pretty valley and a tunnel 1350 yds. long. To the left is the lofty *Tour de Hauteffage* (15th cent.). 88 M. *Laroque*, with remains of fortifications. Beyond (90 $\frac{1}{2}$ M.) *Pont-du-Casse*, we cross the *Canal Latéral à la Garonne* (p. 71) and join the Bordeaux line.

94 M. **Agen** (*Buffet*), see p. 73. To *Bordeaux* and to *Toulouse*, see R. 10.

We here quit the Orléans Railway and proceed by the Chemin de Fer du Midi (*Toulouse* line) as far as (3 $\frac{1}{2}$ M.) *Bon-Encontre* (p. 74), we cross the Garonne by a fine viaduct and ascend the valley of the *Gers*. 101 M. *Layrac*, a small place with a Romanesque church; 104 M. *Goulens*; 106 M. *Astaffort*; 112 M. *Castex-Lectourois*.

116 $\frac{1}{2}$ M. **Lectoure** (*Hôtel de l'Europe*, Rue Nationale, indifferent), an ancient town of 4994 inhab., on a steep and almost completely isolated hill. The principal *Church*, formerly a cathedral, to the right, at the end of the Rue Nationale, is a massive building of the 13th and 16th centuries. It contains side-chapels with galleries, a high-altar, and some modern stained glass. The fine pendentives of the apsidal chapels are noteworthy. Behind the church is a promenade commanding a fine view of the Pyrenees. At the end of the promenade is a *Statue of Marshal Lannes* (1769-1809), Duke of

Montebello, who was born at Lectoure of obscure parents. The Rue de Fontélie, which descends to the right of the old episcopal palace, near the church, leads to the *Fontaine Hondélie* or *Font-Elie*, which dates from the Roman period, when it is said to have been consecrated to Diana of Delos or to the Sun; it was partly rebuilt in the middle ages. It forms a grotto with pointed vaulting and two arches closed by a railing.

We now cross the Gers, and reach (123 M.) *Fleurance*, a small town on its right bank. Beyond (126 $\frac{1}{2}$ M.) *Montestruc* the Gers is again crossed. 130 M. *Ste. Christie*. Beyond (133 M.) *Rambert-Preignan*, the line to Toulouse diverges to the left.

138 M. **Auch** (*Hôtel de France*, Place de l'Hôtel-de-Ville; *Georges*, Rue de Lorraine), the ancient capital of *Gascony*, and now the chief town of the department of the *Gers*, with 14,782 inhab., is situated on a steep hill rising from the river Gers. It was the capital of the *Ausci*, and was very flourishing under the Romans. Since the 11th cent. it has been the seat of archbishops, who formerly styled themselves the Primates of Novempopulania.

The town is entered by a street to the right of the station and the Avenue d'Alsace, which leads to a bridge over the turbid and yellowish *Gers*. The Rue de Lorraine, beyond the bridge, ascends to a small Place (right), with a *Statue of Admiral Villaret-Joyeuse* (1750-1812). Turning to the left into the Rue Gambetta, we soon reach the Place de l'Hôtel-de-Ville and the *Cours d'Etigny*, a promenade adorned with a *Statue of Meyret d'Etigny*, a governor and benefactor of the district in the 18th century. In the *Hôtel de Ville* is a small *Musée* of paintings, antiquities, etc. The building at the other end of the Cours is the *Palais de Justice*, a recent erection.

The *CATHEDRAL OF ST. MARY, in the Place adjoining the Hôtel de Ville, rebuilt in 1483-1662, is one of the finest churches in the South of France. It is in the form of a Latin cross with a transept in the debased Gothic style; the classical portico is surmounted by two square towers of the composite order.

The INTERIOR is more imposing than the exterior, which on the whole is somewhat heavy and cold. The *Choir* (closed) contains 113 beautifully carved **Stalls*, masterpieces of their period. The rood-loft between the nave and choir has given place to a pretentious modern *Choir-organ*, with panels on its sides adorned with paintings on a gold ground. The reredos at the *High Altar* is a huge and tasteless marble erection of the end of the 16th century. The chapels of the *Ambulatory* contain rich stained glass of the Renaissance, representing Patriarchs, Prophets, apostles, and Sibyls. Some of the sculptures in the chapels are also noteworthy. Behind the choir are several bas-reliefs of the Renaissance.

Near the cathedral stand the *Archbishops' Palace* (18th cent.), with a *Tower* of the 14th cent., etc. A handsome flight of 232 steps descends hence to the left bank of the Gers, by which we may regain the bridge and the station.

From Auch to *Toulouse*, see p. 87.

142 M. *St. Jean-le-Comtal*; 151 M. *L'Isle-de-Noé*.

155 M. *Mirande* (*Hôtel Tartas*), a small town (4244 inhab.) with the remains of fortifications, was built on a regular plan towards the close of the 13th century. It contains an interesting church of the 15th cent., with a belfry above the street.

160 $\frac{1}{2}$ M. *Laas*; 165 M. *Miélan*; 171 M. *Villecomtal-sur-Arros*. The Pyrenees, which have already been in sight for some time, are now, in clear weather, very distinctly seen during the descent into the valley of the Adour.

173 M. *Rabastens-de-Bigorre*, a small town to the left, at the siege of which Blaise de Montluc, the famous and terrible opponent of the Calvinists, received a frightful wound in the face, which obliged him to wear a mask for the rest of his life (1570-77). In revenge he ordered a general massacre, from which only four persons, two of them Catholics, escaped.

The train now crosses the *Adour* and turns to the S. 178 M. *Vic-en-Bigorre*, a town with 3650 inhab., the junction of a line to Morcenx (p. 64); 179 M. *Pujo*; 180 M. *Andrest*.

186 M. *Tarbes* (see p. 135).

15. From Limoges (Paris) to Brive and Aurillac.

I. From Limoges to Brive.

a. Viâ Uzerche.

61 $\frac{1}{2}$ M. RAILWAY in 2-3 $\frac{1}{4}$ hrs. (fares 11 fr. 20, 7 fr. 50, 4 fr. 90 c.). The trains start from the Gare des Bénédictins.

Limoges, see p. 39. — The line passes below the town by a tunnel 1085 yds. in length, crosses the *Vienne*, and ascends the valley of the *Briance*, to the S. E. Fine view of Limoges to the right. Then a viaduct and a tunnel. To the left a modern château.

71 $\frac{1}{2}$ M. *Solignac-le-Vigen*. The small town of *Solignac*, $\frac{1}{2}$ M. to the right, was formerly the seat of a Benedictine abbey, founded in the 7th cent., rebuilt in the 18th, and now a porcelain manufactory. The interesting *Church* of the 12th cent. has a dome-vaulted nave and fine 15th cent. stalls. Near *Le Vigen*, on an eminence on the left bank of the *Briance*, is the *Castle of Chalusset*, the ancient residence of the Viscounts of Limoges, which was built in the 12th and 13th cent. and dismantled in 1593 during the Religious Wars. Its triple walls were about 65 ft. in height. Two keeps and other parts of the stronghold are still standing. This castle is seen from the railway, to the right, beyond the next viaduct and tunnel.

13 M. *Pierre-Buffière*, with porcelain-manufactures, was the birthplace of the surgeon Dupuytren (1777-1835), a statue of whom has been erected near a bronze fountain presented by him to the town. — The train then enters the valley of the *Blanzou* and crosses the *Briance*. — 16 $\frac{1}{2}$ M. *Glanges*; 20 M. *Magnac-Vicq*. The *Petite-Briance* is crossed by a long and lofty viaduct. — 22 $\frac{1}{2}$ M. *St. Germain-les-Belles*; the little town lies 1 M. to the left. 26 M. *La*

Porcherie; 29 M. *Masseret*. — Beyond (31½ M.) *Malons-la-Tour*, where there is a ruined tower, we enter the valley of the *Vézère*.

36½ M. *Uzerche* (*Hôt. Pommarel*), a town of 4350 inhab., is picturesquely situated about ¾ M. to the S. of the station, on a steep hill washed by the *Vézère*. It contains an interesting Romanesque Church and several castellated *Mansions* of the 12-16th centuries. *Uzerche* claims to be the *Uxellodunum* of antiquity (comp. p. 107).

The railway next traverses a more undulating country, crosses three bridges (the third spanning the *Vézère*), and threads a tunnel. — Beyond (41½ M.) *Vigeois* (3266 inhab.) we enter a wooded rocky gorge in which there are eight tunnels, with a bridge after the first and a ruin, to the right, after the last. Between (46½ M.) *Estivaux* and (51 M.) *Allassac* there are four tunnels and a bridge, still in the gorge of the *Vézère*. We then quit that river.

54 M. *Donzenac* (*Hôt. du Commerce; des Voyageurs*), with 3240 inhab., picturesquely situated to the left, has an interesting Church (12-14th cent.) and several quaint houses.

57 M. *Ussac*. We cross the *Corrèze* and join the following railway, then that from *Périgueux* (see below). — 61½ M. *Brive* (R. 5).

b. Viâ St. Yrieix.

63½ M. RAILWAY in 2½-3½ hrs. (fares as above).

Limoges, see p. 39. — This line diverges to the left from the preceding after crossing the *Vienne* (see p. 105). — 6½ M. *Beynac*.

12½ M. *Nexon* (3155 inhab.), with a church of the 12th and 15th cent., and a château in the style of the 16th century. Line to *Périgueux*, see p. 42.

18 M. *La Meyze*; 21 M. *Champsiaux*. 26 M. *St. Yrieix* (*Hôt. du Faisan*), a town of 8700 inhab., where the first French quarries of kaolin or porcelain clay were discovered in 1765, possesses an interesting church of the 12-13th cent., with a single nave and three choirs. Tramway to *Périgueux*, see p. 45.

31½ M. *Coussac-Bonneval*, with a château of the 15-16th cent., to the left; 35 M. *St. Julien*; 38 M. *Lubersac*; 42 M. *Pompadour*, with a château presented by Louis XV., with the title of *Marquise*, to his mistress, *Antoinette Poisson*. The *National Stud Farm* here is one of the most important in Europe. — Then, after three viaducts (180, 120, and 60 ft. in height), the line descends, crossing several affluents of the *Vézère*, to (48½ M.) *Vignols-St. Solve*. At (52 M.) *Objat* we join the line from *Thiviers* (p. 42). Beyond (56 M.) *Le Burg* and (58 M.) *Varetz* we cross the *Vézère* and its tributary the *Corrèze*.

63 M. *Brive* (*Buffet; Hôtel de Bordeaux; de Toulouse*), an ancient town with 16,800 inhab., where *Gundebald* was proclaimed king of *Aquitania* in 585. It was the birthplace of *Cardinal Dubois* and *Marshal Brune* and has a statue of the latter. The chief local trade is in truffles. In the middle of the town stands the Romanesque and Gothic church of *St. Martin* (11-12th cent.), recently restored.

From Brive to *Tulle*, *Clermont-Ferrand*, etc., see R. 36 b; to *Thiviers*, p. 42.

FROM BRIVE TO PÉRIGUEUX (*Coutras*, *Bordeaux*), 45 M., railway in $13\frac{1}{4}$ - $33\frac{1}{4}$ hrs. (fares 8 fr. 10, 5 fr. 45, 3 fr. 55 c.). This line soon enters the valley of the *Vézère*, which it crosses and follows for a considerable distance. 13 M. *Terrasson*, a small commercial town with a Gothic church and the ruins of an abbey; $20\frac{1}{2}$ M. *La Bachellerie*, a large village on a vine-clad slope, beyond which we quit the *Vézère*; $36\frac{1}{2}$ M. *St. Pierre-de-Chignac*; 39 M. *Niversac*, where the line to Agen (p. 101) diverges. — 45 M. *Périgueux*, see p. 43.

II. From Brive to Aurillac.

$64\frac{1}{2}$ M. RAILWAY in $23\frac{3}{4}$ - $41\frac{1}{4}$ hrs. (fares 11 fr. 85, 7 fr. 95, 5 fr. 15 c.). From Brive to ($17\frac{1}{2}$ M.) *St. Denis-près-Martel* we follow the *Capdenac* and *Toulouse* line (p. 112); from *St. Denis* to (47 M.) *Aurillac* the route ascends the interesting *Valley of the Cère*.

Beyond Brive, where the most interesting and picturesque part of the route begins, the train passes through two tunnels; the second (1550 yards long), the *Montplaisir Tunnel*, is the longest on the *Orléans* Railway system. — At a distance, first on the left and then on the right, are the ruins of the *Château de Turenne* (see below).

73 M. *Turenne*, $11\frac{1}{4}$ M. to the E. of the small and ancient town of that name. This was the capital of the 'vicomté' from which the celebrated Marshal *Turenne* (d. 1685) took his title. The ruins of his *Château* consist of two imposing towers situated on high and precipitous rocks; the older of the two (13th cent.) is round, the other (14th cent.) is square.

76 M. *Quatre-Routes*. Farther on, to the left, is the plateau on which stands the village of *Puy-d'Issolu*, the probable site of the Celtic town of *Uxellodunum*, taken by *Cæsar* B. C. 50 (see also pp. 106, 114, 236).

$80\frac{1}{2}$ M. *St. Denis-près-Martel* (*Buffet*; *Hôt. Vayssière*, at the station, moderate), a village in the valley of the *Dordogne*.

From *St. Denis* to *Capdenac* and *Toulouse*, see p. 112; to *Le Buisson* viâ *Sarlac*, see p. 102.

The railway to *Aurillac* ascends the valley of the *Dordogne*, then that of the *Cère*, which becomes highly picturesque beyond *Bretenoux*, where it is more than 1300 ft. above the sea-level. — $84\frac{1}{2}$ M. *Vayrac*. Beyond (88 M.) *Puybrun* we cross the *Dordogne* by an iron bridge, to the right of which is a suspension-bridge. On the right also appears the *château* of *Castelnau* (see below). — 91 M. *Bretenoux*, a village, at one time fortified, on the left bank of the *Cère*.

The **Château* of *Castelnau* (12-15th cent.) is a picturesque ruin on a steep rock, $13\frac{1}{4}$ M. to the S.W., commanding a fine view (key at the 'presbytère' of *Castelnau*). The village Church, dating from the 14th cent., contains stalls and an altar-piece of the 15th century.

A DILIGENCE (1 fr.) plies from the station of *Bretenoux* to *St. Céré*, a small town, 6 M. to the S.E., dominated by the ruined *Tours de St. Laurent* (12th and 14th cent.).

Another DILIGENCE plies to *Beaulieu* (*Hôt. de Bordeaux*), a little town on the right bank of the *Dordogne*, $31\frac{1}{2}$ M. to the N., with a fine Roman-