

or  
help to  
conclude

Cranford N.J.  
August 1<sup>st</sup> 1879.

My Dear Friend:

Yours of the

30<sup>th</sup> ultimo is received.

I am delighted to know that you are going to join the Vanguard; and with all my heart I bid you God speed. Can you not spend a day or so at Ocean Grove with us before you sail?

In any case let me know of your movements and I will try to see you in the city prior to sailing. It is very much more satisfactory to talk than to write.

In regard to the expense of

different routes through Europe I can not give very definite information because it is several years since I was in those regions and have scarcely any memoranda of expenses.

A few general remarks may possibly be of some use.

(a) The comfort of travellers in the small matters of detail, is not so well provided for as in the United States; i.e. the New England & Middle States.

(b) Such details do not affect at all the real essentials of comfort.

(c) On Railways in Europe there is scarcely any difference in comfort between the "first" and "second" class. The general public use the second class. I generally travelled in the "third" class cars for the sake of the economy. (cars without any upholstery or window-glass.)

(d) On Steamboats of all grades, or nationalities, the reverse is true: i.e. there is considerable difference between "first" and "second" class cabins. But there is also a wonderful difference between particular lines and vessels. On the Danube the general quality of service is good, not equal to the best in America. Hence arises the custom of issuing what are called "mixed tickets" very popular on the Danube. Thus e.g. if you purchase in Paris a mixed ticket to Constantinople, you will go through on second class cars but wherever you use the steamboats, (on the Danube and on the Euxine) you are entitled to the use of the first cabin. I would suggest this as a good plan in your case.

I remember that the price of a second class ticket from Constantinople to Paris by that route, straight, not mixed, was twelve pounds sterling. This however may have been altered since then. The mixed ticket of course would be a little higher in price.

(c) Various routes:

There are some attractions about the Danube it is true, e.g. the visit to Vienna, a splendid city, and certain points of great interest on the river; nevertheless I should give the palm to the route through Italy. In order to take in the noble scenes of Italian History it would be necessary to stop a little, but if it be only a day, no one can fail to learn something from the scenes of classic greatness and wickedness. It is worth a long and expensive journey

just to stand in the Forum  
or Coliseum, and to paddle  
along the grand Canal at  
Venice. Take a look  
at the enclosed map, on  
which I have marked the  
routes I have travelled, and  
you will observe how much  
more comprehensive the  
way through Italy is, as  
compared with that through  
Austria and Hungary.

Switzerland is an education  
in aesthetics; the Mediterra-  
nean is poetry superlative;  
and Italy and Greece! what  
words can do them justice?  
It is worth any sacrifice in  
other matters to make the  
tour of classic ruins.

If you will follow the black  
lines drawn on this map  
and observe what places

they pass through I think  
you will feel the advantage  
of the Italian trip. In point  
of expense there is not much  
difference, though I presume  
the Danube would be somewhat  
cheaper.

I do not know of any one  
going at the time you name.

May I trouble you to  
return the map to me  
at Madison N.J. as it  
is the only record I have  
of my journeys.

Hoping to see you before  
you sail I remain

Very truly yours  
James F. Riggs.