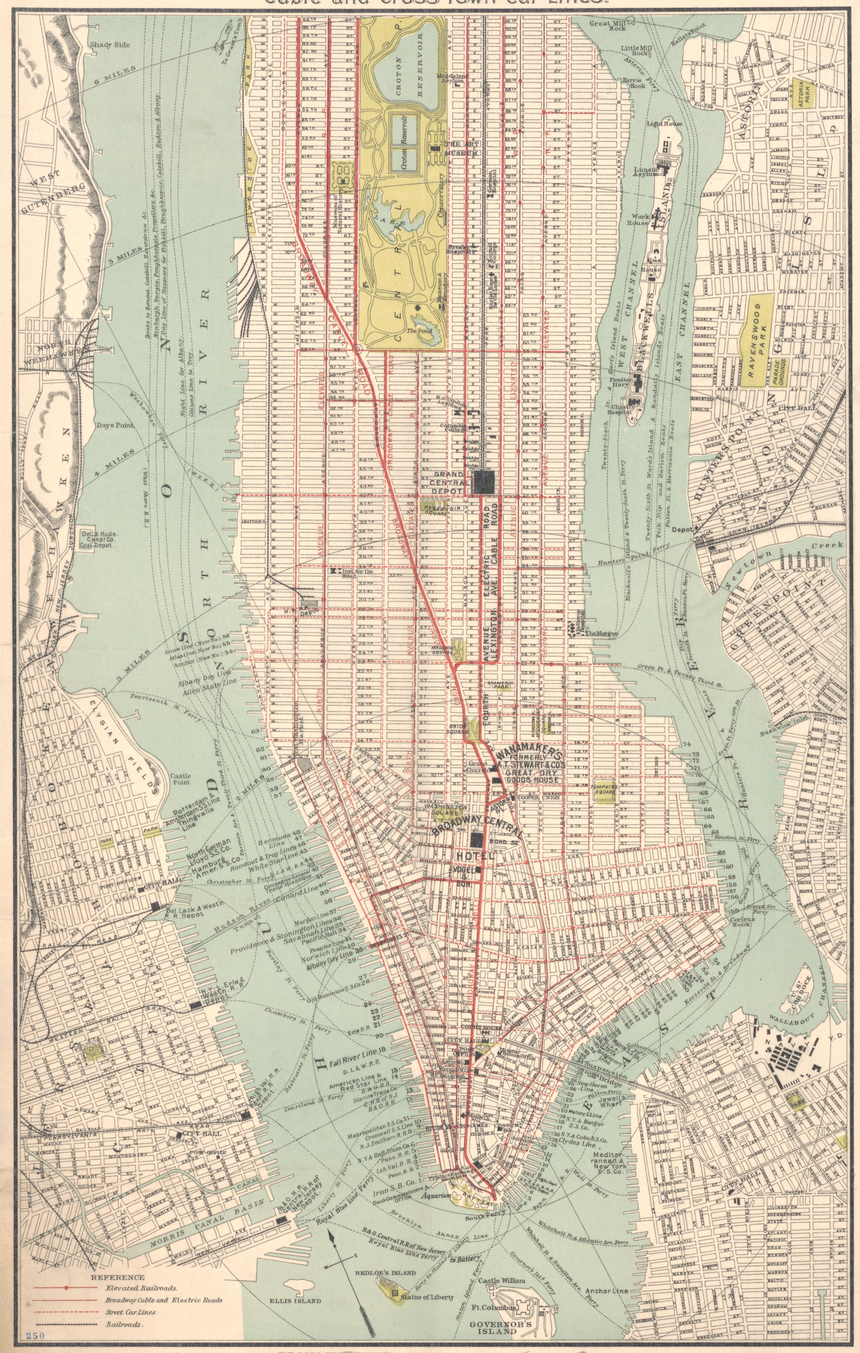
NEW MAP OF NEW YORK CITY

From the latest Surveys showing all the Ferries and Steamship Docks, Elevated, Cable and Cross Town Car Lines.



This Map is presented with the compliments of the BROADWAY CENTRAL HOTEL by far the Largest and Most Commodious Hotel Property in New York, now under an entire new management after an expenditure of over Two Hundred Thousand Dollars in a complete reorganization throughout. Everything new, first class and up to date. American and European Plans at Popular Prices. Most accessible and convenient location in the City.

UNITED STATES HOTEL, BOSTON. BROADWAY CENTRAL HOTEL, NEW YORK. TILLY HAYNES, PROPRIETOR.

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Broadway Central Hotel, NEW YORK

NEW Reference Map & GUIDE TO NEW YORK

EXECUTED BY

Brooks Bank Note Co.

BOSTON.

Embodying a Brief History of New York.

667 to 677 BROADWAY, opposite Bond Street

Midway between Battery and Central Park.

THIS IMMENSE FOUNDERY

THE LOCATION IS UNSURPASSED!

By far the Largest in New York, and one of the Great Hotels of the World.

THE NEW RAPID TRANSIT CABLE LINES passing the door.

ALL CROSS-TOWN CARS TRANSFER AT BROADWAY WITH THE CABLE LINES, taking passengers direct to the hotel from every way.

ALL THE BROADWAY STREET CARS PASS THE HOTEL. DEPOT Passengers can take LEXINGTON AVENUE CABLE CARS, one block east of the station, direct to or from the Hotel in a few minutes. Passengers can take the LEXINGTON PLACE or BOND ST. one block to Bond Street Cars direct to ASTOR Passengers ARRIVING BY ANY OF THE FERRIES, or other PORTION of COASTWISE STEAMERS, can take any Cross-Town Car, or walk to Broadway and take Cable Cars direct to the Hotel; or via the 4th Avenue Elevated, stopping at Bowery Street Station, 3 minutes from Hotel.

THE CENTRAL DEPOT, Passengers can take any Cross-Town Car, or walk to Broadway and take Cable Cars direct to the Hotel; or via the 4th Avenue Elevated, stopping at Bowery Street Station, 3 minutes from Hotel.

THE CENTRAL WILL BE HERE ON BOTH THE AMERICAN AND THE EUROPEAN PLANS.

The regular Table Charges for each Person will be: $3.00 and upwards, for Rooms only . . . . . $2.00 and upwards.

For Rooms and Board . . . . . 25 cents

Rooms with Parlor or Bath Extra.

For full particulars, and for circulars, maps, and other information to

TILLY HAYNES, PROPRIETOR.

UNITED STATES HOTEL, BOSTON. BROADWAY CENTRAL HOTEL, NEW YORK.

COMPLIMENTS OF THE Broadway Central Hotel, NEW YORK.

The Great Hotels of New York.

Nothing shows more clearly the cosmopolitan character of New York than its grand hotel accommodations. Twenty-five years ago, the Lafarge Hotel and Winter Garden Theatre occupied the present location of the Broadway Central Hotel property. At that time the estate passed into the hands of its present owners, Messrs. Higgins, the great carpet manufacturers, and they built the present structure, which was the palace hotel of the time. It has had its great successes, and those successes brought careless management until now, when this vast property has passed into the hands of Mr. Tilly Haynes, of Boston, who has taken a long lease at a nominal rental, and has already expended a large amount of money in entirely rebuilding and refitting the whole hotel, so that to-day its value is little short of $3,000,000, and a capacity to comfortably entertain 1,000 guests.

* * * * * *

This is by far the largest hotel in New York, and one of the great hotels of the world. It is run on the American and European plans, at popular rates. The location is unexceptionable; the elevated roads are in front and rear, and the cable lines pass the door, reaching every fashionable store, theatre, and attraction in the city, and transfer with all cross-town lines, reaching every station, steamer dock, and ferry in town.

The tendency in New York during the last few years has been to move farther and farther up-town. This movement, so far as it relates to hotels and the comforts and convenience of a stranger in the metropolis, has had some serious disadvantages. It has tended to take the visitor nearer the majority of private dwellings, but it has carried him just so much farther away from the courts, shipping, banks, and almost all places of business. Hence all the new up-town hotels are upon the European plan—or, as the boy said, double entry, charging twice—one which is expensive, distasteful, and embarrassing to many persons accustomed to meals at regular hours, and the home-like arrangement of a hotel on the American plan, but necessary where your hotel is so far away that you cannot readily return to it.

In this up-town movement, several large and grandly equipped hotels have been left behind to fall into temporary obscurity. Among these, none is so imposing in appearance, so great in its capacity, and so comfortable and luxurious, as that on Broadway (Nos. 667 to 677, opposite Bond Street) now called the *Broadway Central*. Twenty years ago, when it was the "Grand Central," it was justly considered the most magnificent hotel in New York, and it long retained that distinction. Now it has passed under new management, has been entirely refitted, refurnished, artistically decorated throughout, and provided with all the appliances of convenience and luxury which the science and taste of the day can suggest. Few hotels so handsome, and none whatever so comfortable, exist in the city as the new Broadway Central, with its magnificent halls, grand staircases, and splendid parlors occupying its entire Broadway front.

Two *special advantages* are to be noted in its favor:

1. Its *central situation* and *easy accessibility* from all directions. It stands midway between the rivers, on high ground, and midway between the down-town office and mercantile district surrounding the City Hall and Post Office, and the shopping and theatre district about Madison Square. Stations of both East Side and West Side elevated railroads are within three minutes walk; the new Broadway cable line passes the door, and cross-town lines at each end of the hotel connect with every other horse-car line, steamer wharf, and ferry station in the city.

2. *A second most important advantage is its quiet.* This assertion may seem inconsistent with its central situation, but a moment's reflection will establish its truth. In midday, of course, no part of the city is quiet; but at 6 o'clock the offices and great wholesale houses surrounding this hotel are closed, the noisy rolling of trucks and wagons stops, the footsteps of the hurrying multitude are hushed, and Central Broadway becomes as quiet as a village street. It is precisely in these evening hours, however, that the noise up-town becomes the loudest, and the incessant clamor of voices, and racket of carriages, cabs, express-wagons, and what not does not cease till long after midnight. This surety of quiet after dark is a very important consideration in choosing a hotel, for it means steady, peaceful, refreshing repose, instead of a constantly disturbed attempt at sleeping.

How to see Greater New York.

NEW YORK is one of the easiest cities in the world to learn and get about, and the Broadway Central Hotel is an admirable point of departure for the many and interesting excursions open to the stranger. The city covers not only the whole of Manhattan Island, which is 13 1-2 miles long, and 2 1-2 miles wide, but several square miles of territory north of the Harlem River. This additional part is called the Annexed District, and it contains nothing to interest the general visitor, though some large parks have been set apart, and the next generation will have much to show. At present the visitor will find enough to occupy him for many days south of the Harlem, in Brooklyn and around the harbor.

In 1609 Hendrick Hudson sailed into this bay and ascended the river which perpetuates his memory. He learned the general character of the island now covered by so dense a population, ascertained that it was inhabited by red men (Algonkins) who called themselves Manhattans, and made so good a report of them and the country that shrewd merchants of Amsterdam sent out trading vessels in 1610. These made so good returns that more followed, and established a permanent settlement, with a fort, which stood just south of Bowling Green. The settlement grew steadily, enlarging along the East River side, and in 1664 was captured by the English navy, whose commander changed the name from New Amsterdam to New York, and called the main street Broadway. It throve and increased, was prominent in the early days of the Revolutionary war, and later became the headquarters of the British, who evacuated it in 1783, and then, for a short time, was the capital of the young Union. Since that time the progress of the city has been so rapid that its own citizens can not keep track of its growth and alterations. Now there are 1,800,000 persons within its legitimate boundaries; but if we include Brooklyn and the other suburbs, which are really integral parts of the metropolis, not less than twice that number must be counted.

Some hints as to the sights of this big town, and how to see them quickly and to the best advantage, may be valuable.

A good beginning, perhaps, would be a general tour of the city. To make this, go to the Bleecker Street station of the Sixth Avenue Elevated Railway, two blocks in the rear of the hotel, and board an up-town train; it will give you at once a glimpse of Washington Square and the Memorial Arch. Then swing into Sixth Avenue. The avenues of the city are those streets (north of Houston) running *lengthwise* the island, wide apart, and numbered from First to Twelfth, from the East to the North (or Hudson) River. The numbered streets run *crosswise*, dividing in "East" and "West" on Fifth Avenue. Sixth Avenue is one of the principal shopping streets, and two others are crossed at West Fourteenth and West Twenty-third streets. At Thirty-third Street, Broadway is crossed diagonally. Turning through Fifty-fifth Street, the train proceeds west to Ninth Avenue, and then goes north through residence districts, with glimpses of Central Park, and an exciting half-mile of very lofty curved trestle at 140th Street, and on through Harlem to the terminus, the bank of the Harlem River at 155th Street. Here the New York & Northern Railroad begins; and, taking one of its trains, the visitor should go on to High Bridge (an aqueduct), and walk across it, observing Washington Bridge and the beautiful Harlem Valley. A block from the bridge's western end he will find, on Tenth Avenue, a cable-car that will carry him down to the upper end of Riverside Park, which stretches along the bluff banks of the Hudson from 129th Street down to Seventy-second. Here is the tomb of General Grant, opposite 122d Street. After this has been seen, and the grand views of the Hudson and its palisades have been enjoyed, let the rambler return to the cable-cars and ride east along 125th Street, the Broadway of the upper part of the city, as far as Second Avenue. Here is the terminus of one of the East Side elevated railroads, and a better one for a visitor's purpose than the other, or Third Avenue, line. From these cars, as he is carried down-town he will see the East River, many of the penal and charitable institutions upon Ward's, Blackwell's, and other islands, Hellgate, etc. This is the German side of the city, but in the tenement district below Fourteenth Street, Jews, Russians, Poles, and many other aliens swarm in almost incredible crowds. This trip gives an excellent idea of the homes of the city's humbler toilers. At Chatham Square the traveller should change cars and go to the City Hall station, where he can well spend a few moments in looking about that busy and historic center. This done, let him take the cars across the East River Bridge to Brooklyn, and walk up Adams or Fulton Street to the Brooklyn City Hall; whence he can walk, or ride by cable-car, down Montague Street to the ferry and cross to the foot of Wall Street, New York. This hall gives him an excellent idea of Brooklyn's beautiful and attractive "heights." If he has begun his excursion reasonably early in the morning, the visitor ought to reach Wall Street before the close of business at 3 o'clock, and see Wall and Broad streets in full activity. Various special guides and catalogues, may be bought at a few stores from the Plaza to the Metropolitan Museum, and Delmonico's, the Knickerbocker, and Delmonico's, the Epphanie, the Ramble, and Belvidere, and so on to the Art or Natural History Museums, if you prefer to ride, and do not care to walk.

Broadway car up the great thoroughfare to the hotel, at Nos. 667–677.

The next day's time may be devoted to Central Park and the museums there. One may go up by the Broadway cable-cars to the Seventh Avenue entrance, or by the Sixth Avenue Elevated Railway to the Sixth Avenue gate; but a pleasant way is to walk over to Washington Square, few minutes from the hotel, and take a seat upon the roof of a Fifth Avenue stage. From this vantage-point, the whole of that grandest of American thoroughfares will pass before your eyes. You may stop at the Plaza or main entrance to the park, at Fifth Avenue and Fifty-ninth Street, or ride on to the Eighty-second Street entrance and the Art Museum. The foot course is preferable. It is only a few steps from the Plaza to the Metropolitan, and Belvedere, and on on to the Art or Natural History museums, if you prefer to ride, and do not care to linger on the way. Then, one may take a cab, take a seat in one of the public park phaetons, and ride the round of the drives; the fare is 25 cents for half an hour, or 50 cents for the drives. The best of people take advantage of these cheap and comfortable carriages, as the ride is very enjoyable. Two or three hours will be found a good time to be given to the Metropolitan Museum of Art, whose treasures are free to public inspection every day except Monday and Tuesday, when 25 cents is charged. Various special guides and catalogues, may be bought at a few stores before the close of business at 3 o'clock, and so see Wall and Broad streets in full activity