

ILLUSTRATED GUIDE.



EUSTON STATION,
LONDON.

LONDON AND NORTH WESTERN RAILWAY,

ROYAL MAIL EXPRESS ROUTE

BETWEEN

LONDON AND LIVERPOOL,

AND

BIRMINGHAM
EDINBURGH,
GLASGOW,
MANCHESTER,

IRELAND,
THE LAKES,
SCOTLAND,
WALES.

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7 Water Lane



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Queen Victoria St E.C.

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LONDON, 1862.



PARIS, 1867.



NAPLES, 1871.



LYONS, 1872.



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London (Euston)	dep. 8.20 p.m.	Londonderry	dep. 2.15 p.m.
Amiens Street	dep. 6.45 a.m.	Belfast	dep. 4. 0 p.m.
Belfast	arr. 9.30 a.m.	Amiens Street	arr. 6.45 p.m.
Londonderry	arr. 11.10 a.m.	London (Euston)	arr. 6.15 a.m.

For times at other Stations, see Great Northern Railway Company's Time Tables.

NOTE.—A complete service of Trains is now running between Kingstown and Amiens Street Stations in connection with the Great Northern Main Line and Howth Trains.

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NOTE.—The Postmaster-General has sanctioned a Passenger Carriage being attached to the Engine conveying the Morning Mails from Kingstown to Dublin, and Through Booked Passengers, with small amounts of Luggage, wishing to proceed by Mail Trains from Kingsbridge, Amiens Street, and Broadstone Stations, may travel in the Carriage from Kingstown, provided the Mails are not delayed.

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NOTE.—Second-Class Passengers can travel in Saloon on payment of 3s. extra, or 4s. 6d. for the Double Journey.

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Westland-row, dep.	6.45 a.m.	Perth, arr.	8.45 p.m.
Edinburgh arr.	7.50 p.m.	Aberdeen „	11.20 „
Glasgow „	7.55 „		

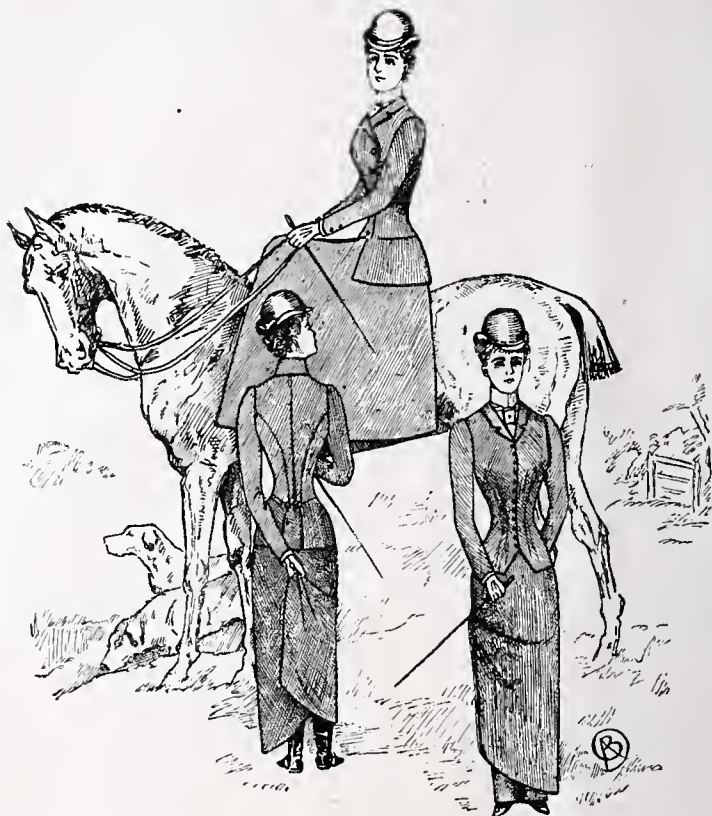
Passengers can also travel by Night Mail, leaving—

Westland-row	7 0 p.m.	Perth, arr.	11.10 a.m.
Edinburgh, arr.	9.25 a.m.	Aberdeen „	2.15 p.m.
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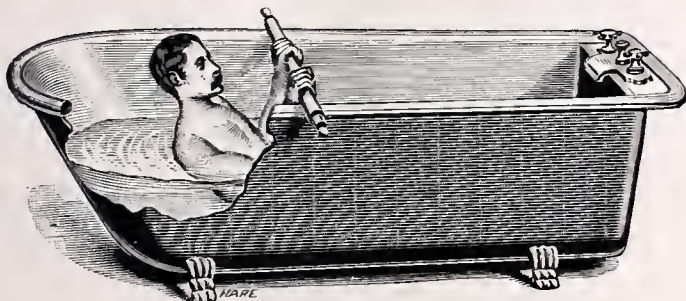
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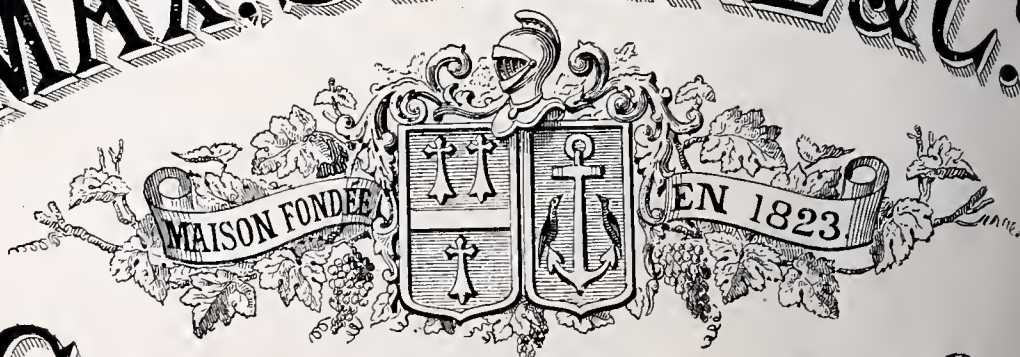
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THE LONDON AND NORTH WESTERN RAILWAY.

A Glance at the Principal Points of Interest between Euston and Carlisle.

OF all the metropolitan railway stations "Euston" is without doubt the best known. To cabmen, above all other individuals, it is most familiar, and the traveller has but to mention the name of the principal terminus of the London and North Western Railway, and in a very short time he will find himself being carried under the connecting wing of the Company's solidly built and comfortable hotels, and quickly deposited in the spacious courtyard, across the entrance of which falls the shadow from the most magnificent Doric Archway in the world. Should the intending traveller be accompanied by his family, or should the luggage he intends taking with him be rather more than can be accommodated by the light and showy hansom or the heavy and shaking "growler," he would do well to write a short note, a day or two previous to the date of his journey, to Euston's Station Master, when that obliging individual will send one of the Company's small omnibuses to convey the traveller, his party and his luggage, to the station in time for the train by which he purposes travelling.

The omnibuses are capable of carrying six persons inside and two outside, with a reasonable quantity of luggage. The charge is moderate, 1s. per mile being charged for distances under six miles, with a minimum of 3s. Above this distance, the rate is 1s. 6d. per mile.

From the courtyard of the station into the great Hall is but a few steps, and here, after the passenger has seen his luggage unloaded and taken his ticket, he will do well to notice the large statue of that pioneer of railways, George Stephenson. This statue, which is by Baily, is one of the features of Euston. Passing on to the platform the passenger will be able to watch the bustle taking place in the ever busy station, and should he be travelling by a night train the scene is one of interest and animation. At eight o'clock the Highland Express is despatched and the bustle incident on its departure has not subsided when the passengers for the Irish Mail, which leaves at 8.20 p.m., arrive and are made as comfortable as possible for their long journey to Holyhead. All the while the arrangements for despatching the foregoing train are being carried out, numbers of post office officials, assisted by the servants of the company, are expeditiously dealing with bag after bag of letters, and hamper upon hamper of parcels, all of which are to be conveyed by the special Postal Mail which is sent on its important journey at 8.30 p.m. Another Scotch express—the 8.50 p.m.—is then despatched, and a few hours later the midnight express speeds on its journey to Liverpool, Manchester, and the far North. All of these night Expresses—with the exception of the Postal train, which carries nothing but parcels, the mails, and the officials dealing with them—have luxurious sleeping saloons attached. These are in charge of an attendant, whose business it is to study the comfort of the occupants.

Another comfortable and convenient feature is the running, on the evening trains from Euston to Liverpool and Manchester, and *vice versa*,

Euston and Carlisle.

of dining saloons, in which high-class dinners are served by a competent *chef*, at the small charge of 3s. 6d. First-class passengers are allowed to travel without extra charge in these saloons, which are attached to the following trains:—London to Manchester, at 5.30 p.m.; Manchester to London, dep. 5.30 p.m.; London to Liverpool, dep. 4.10 p.m.; Liverpool to London, at 5.20 p.m. Luncheon cars are also run by the morning express leaving London at 10.10 a.m. for Liverpool, and at 12 noon for Manchester; from Liverpool to London at 9.45 a.m., and from Manchester to London at 12 noon.

It may here be mentioned that arrangements have been made for the transit of passengers proceeding from London to America *viâ* Liverpool, *viâ* Holyhead, Dublin, and Queenstown, and *viâ* Holyhead, Dublin, and Londonderry (Moville). Trains are run from Euston to Liverpool in connection with the various steamers. Passengers by mail steamer, however, who do not wish to leave London until the very latest moment, can save one day on the Liverpool route by starting from London (Euston Station) on the evening of the day of the departure of the steamer from Liverpool, by the 8.20 p.m. Irish mail train, travelling with the mails *viâ* Holyhead, Kingstown, and Dublin, and thence either *viâ* Queenstown or Londonderry (Moville).

Comfortable as night travelling has been made, the day-time is the best. For then from the carriage window can be seen forest and pasture-land, hill and dale, rippling brook and broad river, noble palace and picturesque ruin, smiling hamlet and smoky town—a moving panorama of the most interesting kind.

The scenery on the London and North Western Railway between London and Carlisle is of a varied and picturesque character. Historical spots are passed as the train flies north, and the following brief notes will draw the traveller's attention to the principal points of interest. Leaving Euston and slowly travelling up a steep embankment for a mile, the train passes by Camden, the great goods depot of the Company, and immediately after, gaining speed every second, it is rapidly making its way through Primrose Hill tunnel, 1,158 yards in length, past Kilburn, and thence through the Kensal Green tunnel to Willesden, which, from being a small and quiet village, has become a large and growing suburb of London. Willesden is one of the most busy of the Company's junction stations, for it is here that the traffic from the outlying districts of the metropolis and from stations on the railways south of the Thames is dealt with—direct and frequent trains being run in connection with the London and South-Western, London Brighton and South Coast, London Chatham and Dover, Metropolitan District, North London, and other Railway Companies. Shortly after leaving Willesden, Harrow-on-the-Hill comes into view on the left hand side with its conspicuous and beautiful church. Here is the seat of one of England's most famous public schools, at which Byron, Peel, Palmerston, and other great and distinguished men have been educated: Just before the train reaches Watford—a thriving town some sixteen miles from London—are the buildings and grounds of the

Euston and Carlisle.

London Orphan Asylum. Cassiobury Park, the seat of the Earl of Essex, and Grove Park, the seat of Earl Clarendon, are in the vicinity. Watford tunnel (1,725 yards in length) is quickly run through, and the train proceeds on its course, past King's Langley, with its square tower and old church, and its memories of Nicholas Breakspeare, the only Englishman who ever became Pope of Rome. Then, after passing some charming rural scenery, through which winds the Grand Junction Canal, the train reaches Berkhamstead, famous as the birthplace of the poet Cowper. Near Berkhamstead, on the right, is the demesne of Earl Brownlow, Ashridge Park; and further down on the right, rising above a fine belt of trees which surrounds it, is the monumental column to the Duke of Bridgewater, originator of the canal system. Tring is the next station passed. The line at this spot is 340 feet above the level of Euston Square Terminus, it being the highest point reached on the London and Birmingham Railway (as the London and North Western was first called). Immediately after passing Cheddington, the junction for Aylesbury, the princely towers of Mentmore—seat of the Earl of Rosebery—are seen across the valley, on the left. Leighton, the junction for the straw-plaiting town of Dunstable, which lies near to the Chalk Hills of Ivinghoe, is on the right. Bletchley, the following station, is the junction for the sister university cities, the line to Oxford branching to the left, and that to Cambridge to the right. At Wolverton, the succeeding station, are situated the extensive carriage-building works of the London and North-Western Railway Company. The River Ouse is soon afterwards crossed, and the train, passing between deep limestone cuttings, enters Northamptonshire. Shortly after passing Roade, the line, which, up to this point is a quadruple one, divides, one double line passing through Northampton, the other passing through Blisworth, Weedon (at which there is an extensive military depot, and from whence there is a single line to Daventry), and Kilsby tunnel, both lines uniting again at Rugby.

Northampton (the junction for Peterboro', Stamford, and Market Harboro' and the new route to Newark, Nottingham, and Doncaster), is principally noted as being a town in which an enormous number of boots and shoes are manufactured. The passenger holding a tourist or return ticket to Scotland may break his journey at this town, as well as at Rugby, Leamington, Kenilworth, Birmingham, Nuneaton, Stafford, Crewe, Warrington, Preston, Lancaster, Carnforth, Oxenholme, Shap, Penrith, and Carlisle. Between Northampton and Rugby (celebrated for its well known public school), the villages adjacent to the line are full of interest: the parish churches of Great Brington and Sulgrave (Morton Pinkney Station of the East and West junction Railway) containing many monuments and records of the direct ancestors of George Washington, first president of the United States of America. Rugby is the junction for Leamington, Birmingham, and the "black country." It is here that the through service of trains which are in operation to and from Scotland, Liverpool, Manchester, and the North, and Harwich, *via* Peterborough and March, in connection with the

Euston and Carlisle.

Great Eastern Railway Company's steamers from Harwich (Parkeston Quay) to the Continent, branch off. The portion of the line between Rugby and Stafford is called the "Trent Valley." The first place of importance after leaving Rugby is Nuneaton, the station midway between London and Liverpool. It is the junction for Ashby-de-la-Zouch, Loughborough, the Charwood Forest, and Leicester. Atherstone, the next station to Nuneaton, is rich in historical recollections. In its old church did Henry, Duke of Richmond, receive the sacrament the day before the battle of Bosworth Field. This historic Field is about seven miles from Atherstone, and near the Shenton Station of the London and North Western Railway. At Atherstone Station the line crosses on the level the Roman road called Watling Street, a remarkable record of the Roman occupation of this country, extending, as it does, for hundreds of miles through the kingdom. Polesworth, with the remains of an ancient nunnery, passed, Tamworth is reached. In the vicinity of this town is Drayton Manor, noted as the residence of the first Sir Robert Peel. A bronze statue of the statesman stands in the Market Place. Tamworth Castle, the property of the Marquis Townshend, was built by Robert Marmion, whose name supplied Sir Walter Scott with a title for the hero of one of his most popular poems. Some four miles further down the line is the city of Lichfield (see Page 10), the junction for Burton and Derby. The small station of Armitage is now passed, and Rugeley comes into view. The scenery here is very pretty, but the idea that comes into one's head as the train runs through is not of pretty scenery, but of Palmer the notorious poisoner. This murderer was a doctor in the town, and his villainous practice was to insure the lives of persons, poison them, and then obtain the insurance money. He was executed at Stafford in the year 1856. The view on the left hand side is bounded by the wooded heights of Cannock Chase, the demesne of the Marquis of Anglesea, the outskirts of which flank the horizon for many miles. After passing Colwich, with its stone-fronted nunnery on the right hand side, and the noble park of Shugborough, the small station of Milford and Brocton, embosomed amid the fir trees of the Chase, is passed, and shortly afterwards the train enters Stafford. This station is the junction with the North Stafford line and with the lines to Shrewsbury and South Wales. Leaving Stafford, and passing the stations of Norton Bridge, Standon Bridge (near which is Trentham Hall, one of the seats of the Duke of Sutherland), Whitmore, Madeley, and Basford, the train arrives at Crewe. This station is one of the most important junctions on the Company's system, it being a centre from which branches radiate, not only to numerous districts of the London and North-Western Railway, but also to the lines of the Great-Western and North Stafford Companies. One section of the London and North-Western Railway runs north to Warrington, Preston, and Carlisle; a second runs south-west to Shrewsbury and South Wales; whilst north-west a line serves Chester, North Wales, and Holyhead, through which latter station passes the immense Irish traffic of the Company. Still another

line runs in a north-easterly direction, and communicates with Stockport, Manchester, Huddersfield, Bradford, Leeds, Yorkshire, and the north-eastern district of England. Crewe is also the junction through which pass the express service of trains to and from Scotland and the North of England, and Exeter, Ilfracombe, Plymouth, Penzance, and other cities and towns in the West of England, *viâ* Shrewsbury, Bristol, and the New Route by way of the Severn Tunnel. One may gain some idea of the large amount of traffic dealt with here when it is stated that nearly 300 passenger trains pass this junction daily. The London and North-Western Company now build all their engines at Crewe, and this has converted the place from a small village into a large and flourishing town. It has now more than 24,000 inhabitants, all more or less connected with the railway interest. It has been called, and called with truth, the railway town of England. Visitors are admitted to inspect the vast railway works at this station on presentation of satisfactory letters of introduction at the superintendent's office at the works. The large and handsome Park at Crewe was given to the town as a Jubilee gift by the London and North-Western Railway Company in June, 1887.

Resuming the journey, the train makes its way through some flat and rather uninteresting scenery, past Minshall Vernon, and thence through some deep cuttings, past Winsford (the centre of the salt district) and Hartford (junction for Northwich). The next station passed is Acton Bridge, and the train then runs through a number of cuttings and over a long embankment, ending in the famous Dutton Viaduct, which is a quarter of a mile long, and carries the line over the Vale of Dutton and the river Weaver. An exceedingly fine view is obtained from this viaduct, and the junction for Liverpool is formed at its termination. Passing along an embankment by which the line is carried over Dutton Bottoms, the train runs through Preston Brook Tunnel and Station, where is the junction of the Bridgewater and Grand Trunk Canals. Then, here rushing under, and there over, various viaducts, and passing the small station of Moore, the train reaches the busy town and important station of Warrington, which was the old junction for, and is midway between, Liverpool and Manchester, and nearly equidistant from Chester. Warrington is 182 miles from London, and stands on the great Roman road from the north to the south of the country. The traveller will observe in the distance, on the left-hand side of the line shortly before entering Warrington, the high level bridge across the Mersey at Runcorn, the lofty chimneys vomiting their dense smoke from the alkali works at Runcorn and Widnes forming a guiding indication to its position. Warrington is the seat of considerable factories, especially of iron and wire. Earlstown Junction (at which are the large waggon works of the Company) lies on the left-hand side of the railway, but the direct route for the north does not pass it but proceeds by Golborne to Wigan. Wigan is a town of considerable antiquity, having been known as early as the reign of King Arthur. It is situated near the source of the little river Douglas, and contains about 48,000 inhabi-

tants, the majority of whom are engaged in the manufactory of cotton goods. Haigh Hall, the seat of Earl Crawford and Balcarres, is not far from the town. Cannel coal, of a hard jet-black substance, capable of being made into many fancy articles, is found in the neighbourhood, and the coal of the district is noted for its excellence as a gas producer.

The train, about four miles from Wigan, passes the plain little station of Standish. Standish Hall has long been connected with the ancient family of Standish, whose arms are most peculiar, being no other than "three standing dishes; crest, an owl with a rat in his talons." Rushing along the train passes Coppull, crosses the small river Barrow, flies past Euxton, Leyland and Farrington, crosses the winding river Lostock, and, gaining a view of the Penwortham Church on the castle hill, slackens slowly into Preston. This ancient town, with a population of 95,000 inhabitants (the great majority of whom are engaged in the manufacture of raw cotton), stands on a hill overlooking the beautiful Valley of the Ribble. So good a site for a picturesque town has not been neglected by the citizens of Preston, for, considering the large manufactories, with the innumerable chimneys belching forth black smoke, the town has been made beautiful in a striking degree. The Avenham and Miller Parks, situated on a sloping piece of ground on the banks of the river Ribble, are most tastefully laid out. The terraces and gardens command good views of the river and surrounding country, and higher up the hills are the handsome villa residences of Preston's town folk. The Preston Park Hotel, a handsome erection, has lately been built here, and is joined to the station by a covered way. It is under the management of the railway companies, and will be found very convenient for passengers to and from Scotland wishing to break their journey. It overlooks the beautiful Valley of the Ribble, and also the grounds of the public park, to which it has private access. The down train leaving Euston at 10.0 a.m., and the up train leaving Glasgow at 10.0 a.m. and Edinburgh at 10.0 a.m., stop twenty-five minutes at Preston to enable passengers to dine, an excellent hot dinner being obtainable at a charge of 2s. 6d.—no fees.

The train glides out of Preston, and, after passing Broughton, Brock, Garstang, Scorton, Bay Horse, Galgate, just prior to reaching Lancaster, passes the Royal Albert Asylum on the left-hand side, and Ripley's Hospital on the left—two recently erected edifices of striking architecture. Lancaster is situated on the river Lune, and contains some 20,000 inhabitants. The most striking feature of this grand old town is the castle, a strong fortress erected by John o' Gaunt in the reign of Edward III. Its principal exports are cotton and hardware manufactures. Lancaster left behind, a welcome glimpse is caught of the sea close to the station at Hest Bank, a pretty watering place on Morecambe Bay, with the Westmoreland and Cumberland mountains for a background, and the glistening waters of the bay in front, with Morecambe itself within three miles. Soon the traveller is in the midst of the beautiful scenery of the lake district.

Euston and Carlisle.

Here strangely shaped hills—including the lofty heights of the Simon's Seat and Calf Mountains—meet the traveller's view, and anon (before reaching Oxenholme) he is in the midst of a pretty undulating valley. Again the scene changes. The train skirts the Dillicar Hills, and soon after commences to climb the Shap high summit (900 feet above the sea level) which is the highest point of the London and North Western Line. The mountains of the lakes—Skiddaw, Saddleback, and Helvellyn are to be seen in the distance, and shortly after they fade from the sight the train leaving Penrith and some smaller stations behind reaches the old Border City of Carlisle.

It may interest the traveller to know that, throughout the entire journey from London to Carlisle of 300 miles, the train by which he travels has been worked under the protection of the system called the "absolute block"—the approach of the train being telegraphed from signal box to signal box—the train itself not being allowed to pass one of these signalling posts until the assurance has been received from the next in advance that the line is clear for its coming. These signal boxes exist at intervals of about one and a-half miles throughout the line.

The whole of the carriage stock for Scotch traffic is fitted with a continuous break—a clever union of the Vacuum and the Westinghouse system. The engines for these express trains are for the most part those of the "compound" description, having three cylinders; the exhaust steam from the first two cylinders passing into the third (central) cylinder, and thus being utilised twice over, effects a great saving of fuel, and avoids the necessity for an outside coupling rod, a novel arrangement patented by Mr. F. W. Webb, the Mechanical Engineer of the line. These engines are fitted with an apparatus by which they are enabled while travelling at speed to take up the necessary supply of water for the tenders, the water lying stored in elongated troughs laid between the lines of rails. The troughs exist near Bushey, Wolverton, Lichfield, Whitmore, Warrington, Tebay, etc., and are visible by passengers in transit. The London and North Western Line is the only one in England that has adopted this system.

Saloon, family, and invalid carriages, fitted with lavatories, &c., may be ordered of the Superintendent of the Line. For the use of a saloon or family carriage the minimum charge is four first class and four third class fares, and for the use of an invalid carriage the minimum charge is four first class fares; each passenger travelling must, however, pay the fares for the class in which they travel.

HOTEL ACCOMMODATION.—Tourists travelling by the L. & N. W. Railway, and wishing to stay at the hotels under the management of that Company, or its allies, may, on stating their requirements to the station master at any of the principal stations, have a telegram sent, free, ordering the necessary accommodation. The following are the hotels to which the arrangement will apply:—London (Euston Hotel), Liverpool (North Western Hotel), Birmingham (Queen's Hotel), Preston (Park Hotel), Crewe (Crewe Arms), Glasgow (Central Station Hotel), Dublin (North Western Hotel), Holyhead (Station Hotel), Greenore, Bletchley, Blaenau Festiniog (North Western Hotel).

LEAMINGTON AND WARWICK.

LEAMINGTON town is so called from the river Leam, a tributary of the river Avon. Its growth has been exceedingly rapid, for in sixty years the population has risen from 543 to nearly 23,000. It is a fashionable watering-place, and during the season is well patronised. Large numbers of American and Continental visitors flock to it every season to enjoy the magic healing power of its noted "Wells;" and it seems a matter of surprise that its fame as a health resort should be better understood by our American cousins than ourselves. The royal pump-room and baths is the most important building, and here it is that at a cost of 1s. per week the waters may be imbibed. The bathing establishment is considered one of the most complete and convenient in the kingdom.

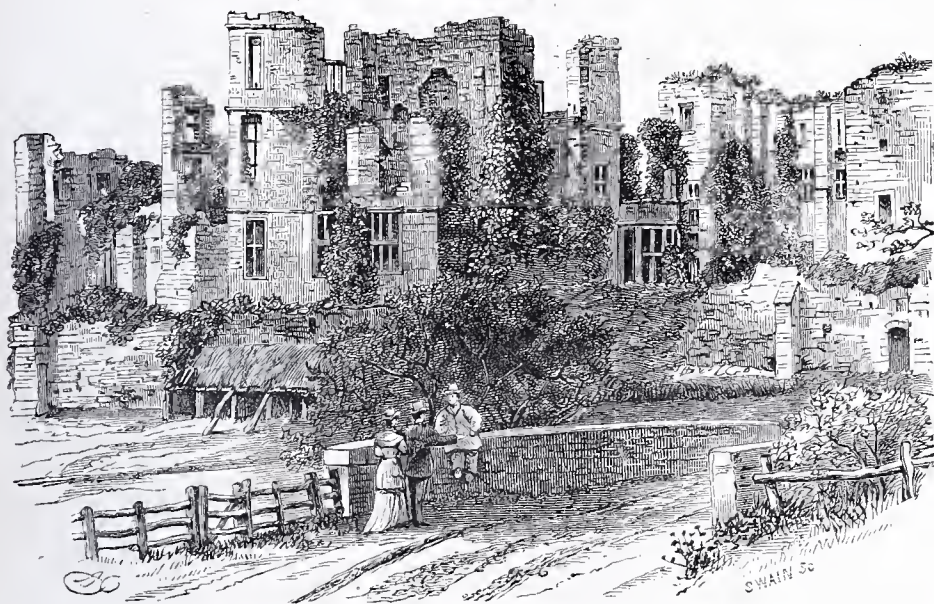


THE PARADE, LEAMINGTON.

In the immediate neighbourhood is Warwick, one of the most ancient towns in England, being associated with Caractacus and the Roman Legions. It is situated near the Avon, with a population of 10,000. Here stands Warwick Castle, a stately pile, full of recollections of the historic past, and described by Sir Walter Scott as "the finest monument of ancient and chivalrous splendour which remains uninjured by time." After passing the porter's lodge, the tourist proceeds to the outer court, where, on the right, is Guy's Tower, while on the left is Cæsar's Tower, the oldest part of the building. The gateway is reached by a drawbridge. The grounds are beautifully laid out, and visitors are allowed to inspect the Castle (the chapel of which should be specially visited) at certain times.

KENILWORTH.

KENILWORTH, in its palmy days, must have been as Sir Walter Scott declares, "a splendid and gigantic structure." Its outer wall enclosed seven acres, "the lordly structure itself, which rose near the centre of this spacious enclosure, was composed of a huge pile of magnificent castellated buildings, apparently of different ages, surrounding an inner court, and bearing the emblems of mighty chiefs who had long passed away." The circumvallation of the royal castle was on two sides adorned and defended by a lake. The usual entrance was to the northward, which was defended by a gate-house or barbican equal in extent and superior in architecture to the baronial castle of many a northern chief. Beyond the lake lay an



KENILWORTH CASTLE.

extensive chase full of lofty trees, beneath which red deer, fallow deer, roes, and every other kind of game found their haunts. The name of Kenilworth inevitably awakens the memory of Amy Robsart and the fickle favourite of the Virgin Queen. It is to the genius of Scott that the crumbling ruins owe their charm. If the tale created by his genius and intellectual power were destroyed, the larger portion of our interest would have vanished with it.

Cæsar's Tower, apparently the oldest part of the building, has been a keep of immense strength. It is Norman. Some of its walls are sixteen feet thick. Westward were the kitchens; and the arched passage between the tower and the kitchens communicated with the gardens. The Strong Tower, or Mervyn's Tower, will be seen with special interest from the associations Scott has connected with it. The Great Hall has been an apartment of magnificent proportions, ninety feet long by forty-five in breadth. The windows are of great height and exquisite in design. When visited by Elizabeth, this grand hall was "gorgeously hung for her reception with the richest silken tapestry."

STRATFORD-ON-AVON.

A BRANCH line running through Blisworth Station carries the tourist who wishes to visit the home and tomb of Shakespeare to Stratford-on-Avon. We visit the lowly abode where William Shakespeare was born, and where, as Washington Irving says, "he was brought up to his father's craft of wool combing." It is a small mean edifice of wood and plaster—a true nestling-place of genius. The walls of its chambers are covered with names and inscriptions in every language, by pilgrims of all nations, ranks, and conditions, amongst the most noticeable being the signatures of Byron, Walter Scott, the Duke of Wellington, Tom Moore, Mrs. Hemans, and Charles Dickens. Relics abound, and although these may not be genuine,



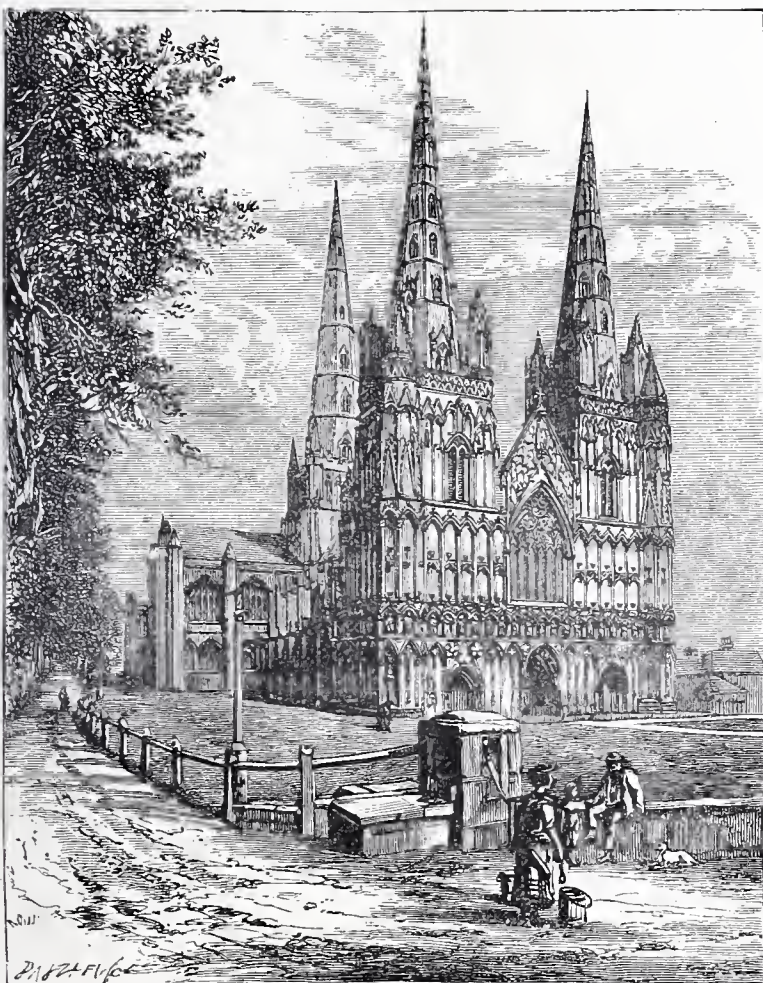
SHAKESPEARE'S HOUSE.

there is very little doubt but that the house represented above is the one in which Shakespeare was born. Many changes has the old house undergone since the days when the poet was a boy. Once it was in danger of being transferred bodily to America to make a part of a show. Fortunately this Barnum-like task was averted through the spirited action of a committee of gentlemen who bought it in at an auction.

In a house, not far from the one where he was born, did gentle William Shakespeare pass away from this life, and in the beautiful old parish church he lies buried. From Stratford the tourist can either make his way by road to Leamington and thence join the main line at Rugby, or, by booking at the "East and West Junction" Station in Stratford, he can adopt that Company's route from Stratford-on-Avon to Blisworth, and there rejoin the main line; while adopting this alternative route, he can break his journey at Morton Pinkney, and visit the adjacent Village of Sulgrave, celebrated as the home of the ancestors of George Washington, first President of the United States.

LICHFIELD.

THE rare and picturesque beauty of Lichfield Cathedral has earned for it the reputation of being the most perfect in form of any ecclesiastical edifice in England. Within its aisles are to be found memorials associated with the great names of Chantrey, Addison, Garrick, and Johnson. At the end of the south aisle is the world-famed group by Chantrey of "The Sleeping Children," a composition which is probably unique in its touching and tender beauty. In the south transept aisles memorials were erected to Johnson and Garrick. The Nave is probably the most beautiful part of the Cathedral. It was erected in the thirteenth century, and has "the great advantage of being a completed idea."



LICHFIELD CATHEDRAL.

The most interesting spot in Lichfield is the old house at the corner of Market Place. It was here that Michael Johnson the bookseller lived, gloating over choice editions of Homer and Virgil, publishing last dying speeches, and retailing quack medicines; and it was here that Samuel Johnson, the great *littérateur*, was born. His brave patient struggle with poverty, his unflagging toil, and his unquenchable manhood, all combine to fling a halo around the spot. There are few names in English literary history around which men's sympathies cling with so much tenacity as that of Dr. Samuel Johnson.

CHURCH STRETTON.

THE railway from Shrewsbury to Hereford lies along the "Marches," as they used to be called, the boundary between England and Wales. After passing two or three stations we reach the little Salopian town of Church Stretton, situated in a fine rugged hollow between the Long Mynd Hills and Wenlock Edge. The neighbourhood is beautiful. There is a fine range of hills clothed with beauty from foot to peak. The Caradoc Hills include the heights of Ragleath, 1,000 feet high; Hope, Bowdler, and Caradoc, each 1,200 feet high; and the Lawley, 900 feet high. This range runs from south-west to north-east, extends across the Severn amid uplands of inferior height, and terminates near Wellington in the remarkable

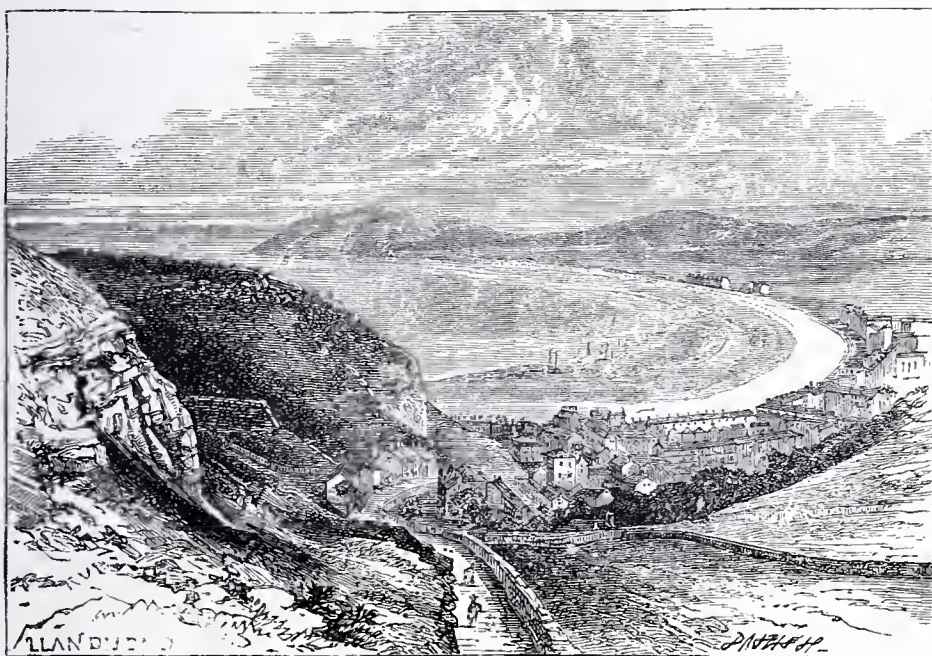


elevation called the Wrekin, which is 1,674 feet above the sea. The Wrekin is nine miles south-east of Shrewsbury. The neighbourhood of Church Stretton is full of historical and geological attractions, and in the opinion of some only requires to be better known to secure for it a popularity almost equal to that enjoyed by Malvern. The London and North Western line which has run thus far south from the county town soon afterwards divides, one portion running towards Hereford and Monmouthshire, passing Ludlow, renowned for the ruins of its castle, which consist of keep, towers, chapel and hall, while the other extends towards Swansea, Tenby, and Carmarthen, and passes through some most charming scenery in the heart of Central Wales.

LLANDUDNO.

ON the northern shores of Wales, about half way between Liverpool and Holyhead, two mighty headlands stretch into the sea, and between them is spread out the large and fashionable watering-place of Llandudno. The eastern of the two hills is the Little Orme's Head, and it has been thought to resemble in appearance a recumbent elephant—"the body, head, eye, and ear, being developed with extraordinary fidelity; whilst the Great Orme's Head, to the left, represents the face and figure of a female, exactly as we have seen them in drawings of antique Grecian sculpture."

The Great Orme's Head has apparently been an island, and is now joined to the mainland only by a narrow neck of sand and marsh; and on these, and on the eastern slope of the headland itself, the town has been built. Towards the sea the cliffs are precipitous, and these have been



hollowed into numerous inaccessible caverns by the dashing of the waves; in these retreats multitudes of gulls, cormorants, herons, ravens, and rock pigeons long found a safe retreat, while above, on the steeper heights, was a favourite haunt of the peregrine falcon; but we fear that some of these denizens of the rock have fled before the advances of an innovating civilization. Samphire used to be gathered from the face of the cliffs by the means so vividly described by Shakespeare. On the higher slopes of the "Head" an old church has been erected dedicated to St. Tudno. The churchyard contains the grave of the little son of Mr. John Bright. A carriage-way has recently been completed round the Great Orme.

Llandudno is an excellent vantage ground for visitors who wish to explore North Wales. Railway and coach enable the tourist to make interesting and extended "circular tours" inland, and multitudes avail themselves of them.

BETTWS-Y-COED.

ONE of the most pleasant excursions from Llandudno is to Bettws-y-Coed. We pass, by train, from the fashionable bathing-place along by sea and river beneath the venerable towers of Conway Castle up the broad and beautiful estuary of the Conway, until, at Llanwrst, we are in the heart of scenery eminently Welsh. Here the river is crossed by a bridge of remarkable construction, designed by Inigo Jones; who is said to have been a native of this town. Still journeying by rail four miles further bring us to the spot so renowned among artists, anglers, and tourists—Bettws-y-Coed, which means “The Station in the Wood.” Here Cox painted some of his most beautiful pictures, and here multitudes have come to revel amid the

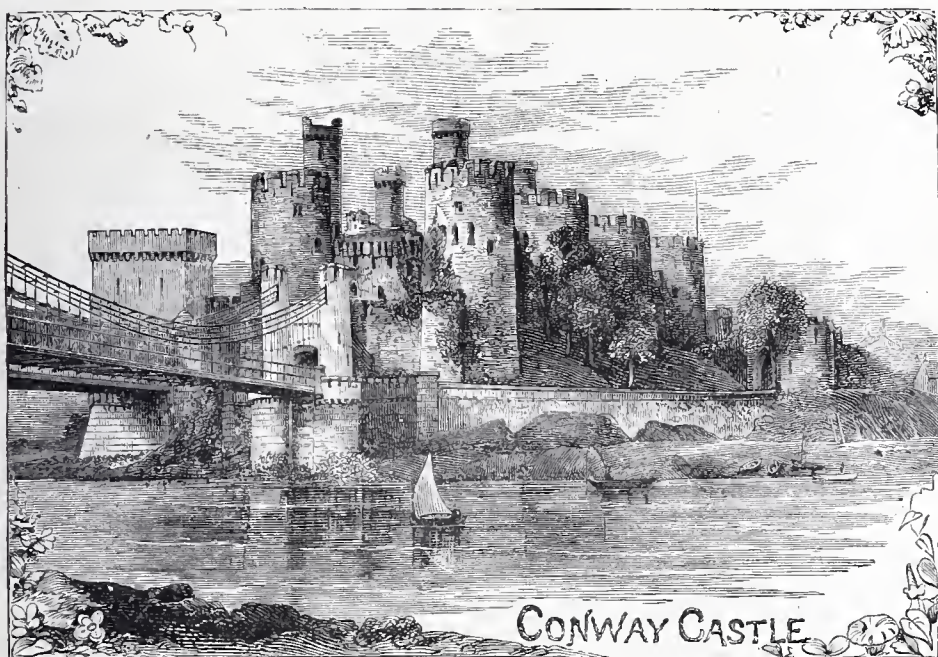


endless delights of a romantic sylvan retreat, where moorland and mountain, river and cataract and woodland blend their charms. The village is situated near the junction of the two counties of Carnarvon and Denbigh. The church stands in the centre of the vale, “a venerable and interesting object.” Not far away the rivers Conway and Llugwy blend their waters; and three miles distant are the “Falls of the Conway.” A steep path leads to the foot of the falls, where they can best be seen.

Near Bettws is Pont-y-Pair, a stone bridge of singular form, “flung over the Llugwy,” and consisting of four arches planted on the rude rocks that form the piers, over the precipitous walls of which the floods often pour their foaming cataracts. The high road from Llanwrst crosses the Waterloo Bridge, constructed of a single arch of iron of 105 feet span, which has taken its name from the fact that it was built in the year in which that battle was fought. The beautiful cataracts of the Swallow Falls are about two miles distant. An extension of the line from Bettws to Festiniog, recently opened, passes close to the ruin of Dolwyddelan Castle.

CONWAY.

THE ancient towers of Conway Castle, as they look down on the suspension and tubular bridges beneath, suggest a strange conflict of centuries. Yet each has a majesty of its own. Here on a solid slaty rock, washed by the wide-spread tidal river, the Briton, it is believed, piled his fastness ; here the Roman came and took up his abode ; and here at length, in 1282, Edward I. erected his noble fortress, and girdled the town around with lofty walls, a mile in length, strengthened by twenty-four round towers, and pierced with four military gates. The walls of the Castle are from 12 to 15 feet in thickness, and embattled ; above them arose eight large and massive towers, and above each of these a slender turret. The chief

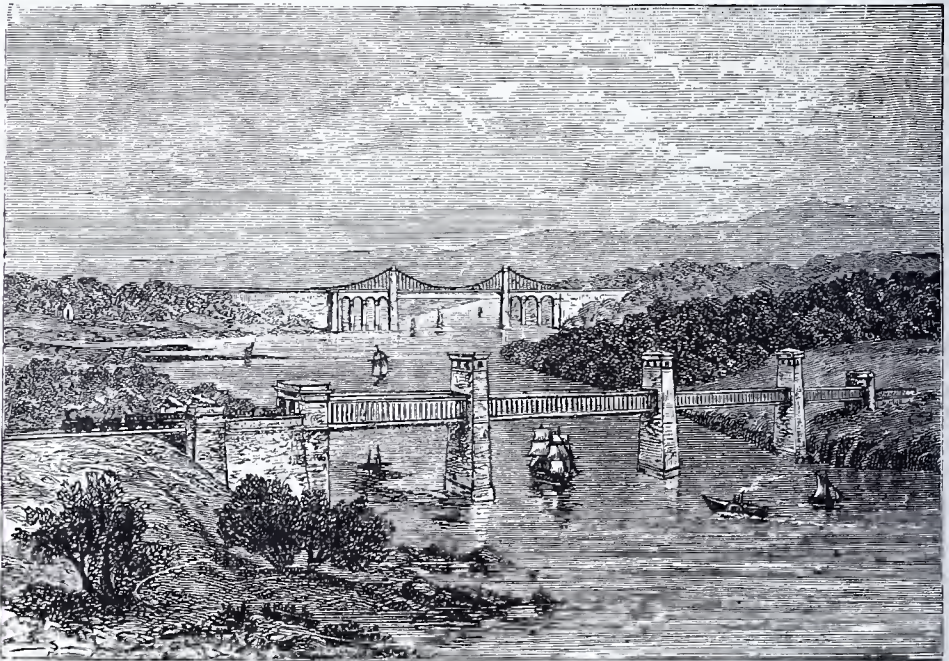


entrance was from the town by a drawbridge, over a very deep moat, and through a portcullised gateway that led to the large court. This, on the south side, contained the stately hall, 130 feet long, 32 wide, and 30 high, lighted by nine windows. At the east end of this court was the reservoir, fed through pipes that ran for a distance of a quarter of mile. From the east end of the great court the King's Tower and the Queen's might be reached, and from these commanding views may be enjoyed, over hill and dale, river and sea. The castle was erected to guard against the fiery insurrections and incursions of Llewellyn. In the Civil War it was held by Archbishop Williams for the King, but eventually was surrendered to the Parliament. In 1665 the iron, timber, and lead were removed to Ireland, under pretence that they were for the service of the King. Time completed the desolation, and left the beautiful ruin that remains. The suspension Bridge was opened in 1826 ; and the Tubular Bridge for the way in 1848.

MENAI BRIDGE.

ONE of the finest suspension bridges in the world is that which spans the Menai Straits. Something is due to the exquisite scenery amid which it is placed ; something more is due to the qualities of the bridge itself. Its great span from point to point is 560 feet, and its elevation above the water-way at the highest tide is 100 feet. It should be seen from the river itself fully to appreciate its beautiful outline, its great elevation, and the splendid scene of which it forms a conspicuous feature. The bridge is noted for the production of a very remarkable echo.

In the same portion of the London and North Western system, but on the route to Holyhead, is the far-famed Britannia Tubular Bridge, one of the greatest engineering feats of the century. It remains to-day a monu-



ment of skill, energy, and care, for it solved a great problem once and finally. The first germinating idea is to be found in that smaller structure at Conway, but it grew to its full position under the pressure of necessity, and after long painstaking and exhaustive experiment. In Smiles' "Lives of the Engineers," the tale is told how the two Stephensons worked out the thought ; how the great originator of the railway system watched with pleased attention the processes by which the son made quite certain of each step in the development of the idea. It tells also how near to failure was the great effort ; how on one occasion the raft drifted, and how on another the chain broke, and how as a final result the great tubes were placed where they now rest. One of the spans is 472 feet in length, and being composed entirely of iron, expands and contracts with the changes of temperature. To meet the difficulty, the ends of the tubes rest on moveable rollers, and thus maintain the line of rail perfect. The Britannia Bridge is more than 100 feet above the water level.

LLANBERIS.

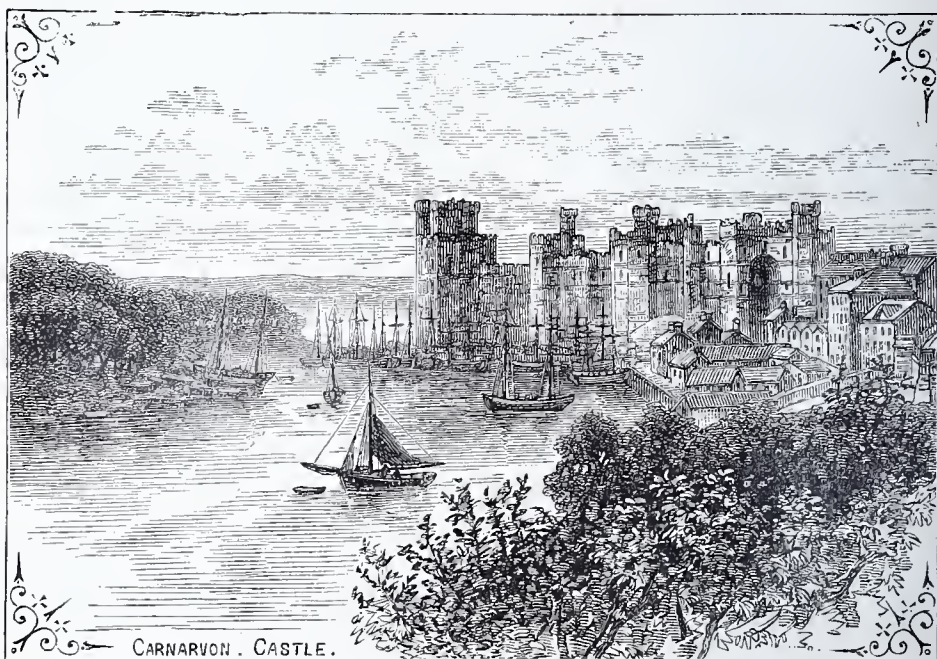
THE three great passes of North Wales are Beddgelert, Nant Francon, and Llanberis. Some extol the first because of the beauty of the vale, and because of the Swiss-like appearance of the part that extends on towards Pont Aberglaslyn. Others prefer Nant Francon—"the Vale of the Beavers"—where the road winds under frowning precipices, and where lake Ogwen, with waters black as ink, breaks through a chasm in the rocks into numberless cascades, 100 feet high, that flow down the sides of the hill and then find their way into the vast and beautiful valley that extends northwards to Bethesda and Bangor. Other tourists give the palm to Llanberis. Each pass may be approached from Capel Curig. The road to Nant Francon



rises above Capel Curig itself; and if we take our course westward we shall, before long, come to "a parting of the ways," that to the left conducting by Nant Gwynant to Beddgelert; that to the right climbing the heights, until at length we find ourselves shut in on either hand by the frowning precipice of the pass; while, before long, we shall see stretching before us the devious road that descends the pass, till in the far off distance we descry the shining waters of the lakes of Llanberis. Of this celebrated pass a traveller remarks: "For four miles I was hemmed in on either side by high rocks. The tints on the prominences were of darkened purple, in the hollows sombre, and olive brown on the nearer edges. The foreground was overspread with masses of rock, and a rapid mountain stream forced its way along the middle of the narrow vale. The rocks on each side were almost perpendicular throughout." It is from Llanberis that the ascent to Snowdon is frequently made. Dolbadarn Castle, a single round tower, stands boldly forth on a rocky eminence.

CARNARVON CASTLE.

CARNARVON CASTLE, says an historian, is a “stupendous monument of ancient grandeur.” It occupies the whole west end of the town. Some years ago it seemed as if fast going to ruin; its ivy-clad walls appeared to be yielding to the ravages of time, yet withal retaining a romantic singularity of their own; and in 1828 the Eagle Tower—the largest of all—was struck by lightning, which cracked the walls several yards down from the summit, and displaced large masses of stone; but great pains have since been taken to repair and restore the entire fabric, and it stands before us to-day a grand and beautiful structure, less regular than Beaumaris, and, as some aver, more picturesque than Conway, and larger. On two sides it is washed by the sea, on the third it was of yore protected by a ditch, and on

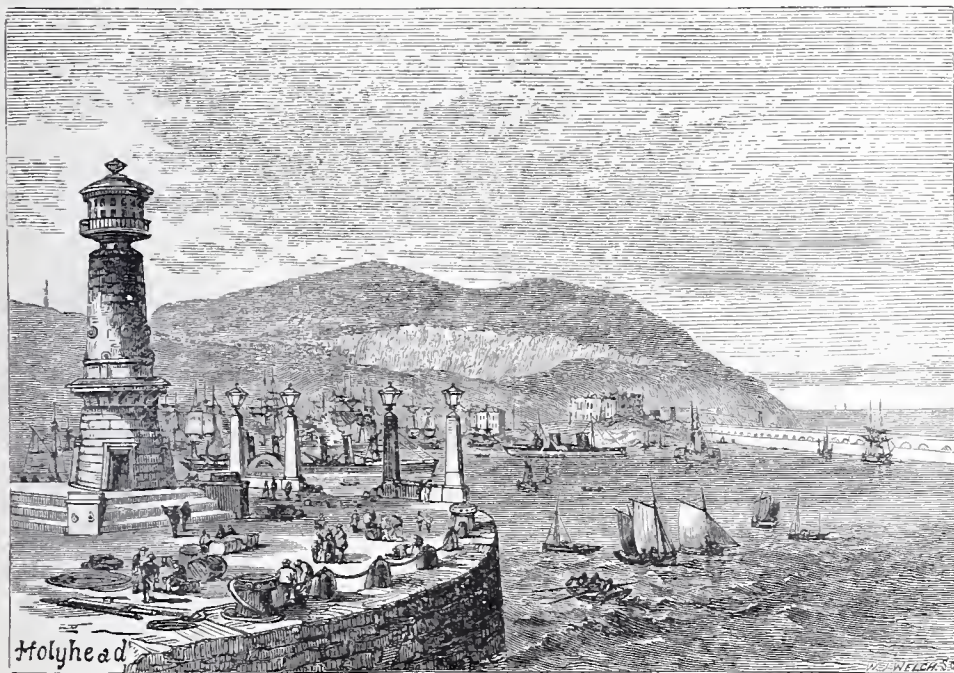


CARNARVON . CASTLE.

the fourth it was shut in by the town. Carnarvon is probably only about half a mile from the site of the Roman city of Segontium, their principal station in North Wales. The Castle became the head-quarters of the English Government after the Conquest by Edward, and here he had the treasury into which he received the taxes exacted from his Welsh subjects. The Eagle Tower—so named from the figure of that bird standing on the summit—occupies one end of the oblong court of the Castle, and has three turrets rising from it. Here, on the 25th of April, 1284, the first Prince of Wales, afterwards Edward II., was born. Carnarvon, on account of its own interest, its excellent accommodation, and its central situation, is frequently made a place of rest and a point of départure for the tourist. By railway he can reach Llanberis on the east, and can pursue his way by coach or by foot to Bettws; or take the route by the glorious vale of Nant Francon back to Bangor; or visit Anglesea and Holyhead, or he can follow the western coast of North Wales down to Barmouth or Aberystwith.

HOLYHEAD.

HOLYHEAD, or Holy Island, is $263\frac{1}{2}$ miles from Euston, $160\frac{1}{4}$ from Birmingham, $111\frac{1}{2}$ from Liverpool, and $124\frac{1}{2}$ from Manchester. It is separated from the Mainland of Anglesea by a narrow strait which is crossed by the Railway and Telford's Coach Road. One of Holyhead's chief points of interest is the harbour of refuge, with its fine breakwater. Another is the Admiralty Pier, from whence start the mail boats. The North Western Company's Station adjoins the new harbour, and is constructed on a tract of land which at an enormous expense has been reclaimed from the sea. The arrival and departure platforms are most extensive, are lit by electricity, and at their junction is an illuminated dial,



bearing an inscription recording the commencement of the works in 1875, and their completion and inauguration in 1880 by H.R.H. the Prince of Wales. On one side of the platform run the mail and express trains, while on the opposite side are berthed the express steamers employed in the Irish Channel Service, by which passengers can reach Dublin North Wall, a distance of seventy miles, in from three and a half to four hours. The commodious Prince of Wales Hotel, which is under the management of the Railway Company, stands on the quay in close proximity to the Station. In addition to a Service to Dublin, there is also an Express Boat Service to Greenore for the north of Ireland. The distance from Holyhead to Greenore is eighty miles, and one of the Company's steamers leaves Holyhead on the arrival of the night train, and reaches its destination early on the following morning.

Among the principal objects which the traveller should not fail to see when visiting this Welsh seaport, are the large and commodious quays which were opened by H.R.H. the Prince of Wales in 1880.

DUBLIN AND GREENORE.

THE London and North-Western boats, on arrival at Dublin, are berthed at the North Wall Landing-stage, and adjacent is a convenient railway station belonging to the same company, provided with refreshment and dining rooms, and reached by a tunnelled way. It affords direct communication with the Great Southern and Western, Great Northern, and Midland Great Western Railways, thus affording a most convenient centre for all who intend visiting the principal towns and tourist resorts of Ireland.

Among the principal buildings of Dublin are the splendid Castle, the three grand Cathedrals, the Custom House, and the legal buildings known as the Four Courts. Sackville and Grafton Streets are thoroughfares of which



any city might well be proud, and the noble Phoenix Park is one of the finest demesnes not only in Ireland but in the United Kingdom.

At Greenore the tourist will see a fine quay, 750 feet long, a commodious terminus, and a good hotel. He is also in the presence of a splendid prospect of land and water, a foreground of rich verdure, and a background of mountains. "The bold and rugged mountain chain of Carlingford rises gradually, even from the water's edge, until it attains a height of 2,000 feet above the level of the sea. In front the view of the far-stretching waters of the lough is closed at a distance of some miles by Warrenpoint and Rosstrevor, while to the right are disposed, in full grandeur of outline and colouring, the series of mountain ranges and peaks that run from Rosstrevor to the Mourne Mountains.

The line from Greenore to Dundalk is about twelve miles in length. It is carried over the estuaries of Castletown and Ballymascanlan by two large viaducts, each having twenty-two spans of nearly forty feet.

BUXTON.

THE great fashionable centre of Derbyshire, rests upon the moorland of the Peak, and can boast of an altitude whose lowest level is more than 1,000 feet above the sea. Here are those thermal springs whose healing power has been recognized from before the days of the Druids to the present hour. The subtleties of chemistry have not yet solved the entire problem, but sufficient is known to give a scientific basis to the wide and long sustained reputation. Here the Romans built baths, whose remains are still in good preservation; here the titular saints of the early days of Christianity held dominion; here, also, Cromwell's representative swept away the idols, denounced the practice, and sealed up the wells; here



rested at the old Hall, Mary Queen of Scots, while a prisoner in the charge of the Earl of Shrewsbury; here also, in time, came that thickly-gathering throng which eventually produced the charming inland retreat which now exists; here are to be found first-class hotels, bright winter gardens, smooth, broad walks, and all the incidental items that tend to make a locality pleasant and diverting.

The baths at Buxton are of special use in all cases of rheumatism and gout, and it may be assumed that there is no other locality in England so peculiarly fitted to afford relief. There are two public baths for gentlemen; one measures 26 feet by 18 feet, and is $4\frac{1}{2}$ feet deep; the water enters at the rate of more than 100 gallons per minute, is admitted through perforations in the flooring, and flows out at the top, thus maintaining a constant supply of pure water. There are six private baths, half for ladies and the other half for gentlemen. Here, also, are hot-water baths, both public and private.

LIVERPOOL.

THE important city of Liverpool, which is $201\frac{3}{4}$ miles from Euston, $96\frac{1}{2}$ from Birmingham, and $31\frac{1}{2}$ from Manchester, at the beginning of the eighteenth century was but a small fishing village. It now ranks second in Great Britain, its sudden and rapid growth being due in a great measure to the immense increase in the American trade.

Liverpool is remarkable not only for the rapid growth of its trade and the structural elegance of its buildings, but more especially for its complete system of Docks, which line the Mersey for a distance of six miles. In the "Alexandra" and "Langton" Docks are berthed the far-famed Atlantic steamers of the Cunard, Inman, White Star, Guion, National, and Allan Lines.



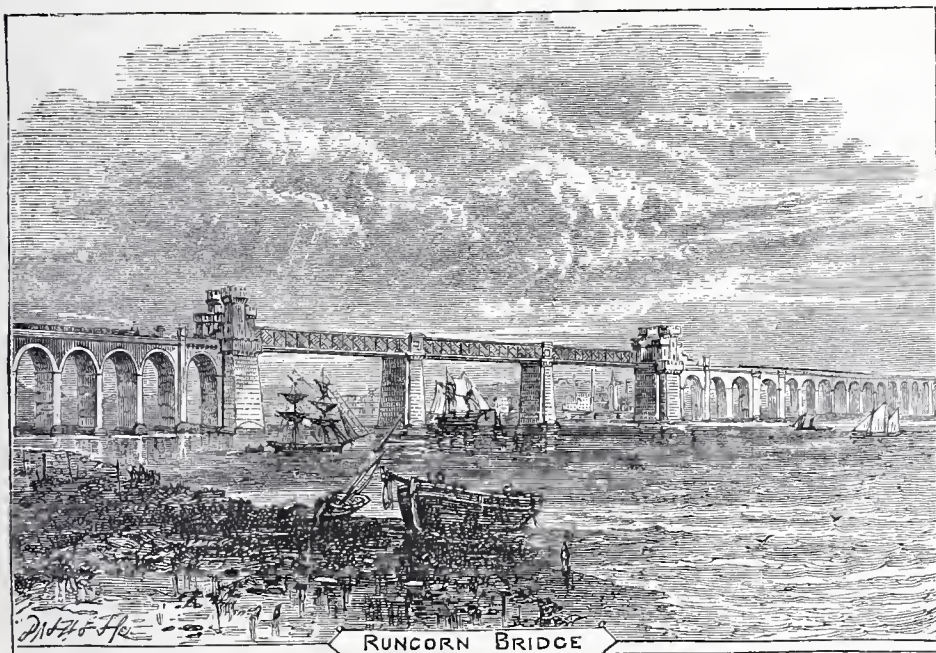
NORTH WESTERN HOTEL, LIVERPOOL.

American passengers do not, as a rule, land at the Docks, but leave the steamer in the Mersey, and proceed by tender to the fine floating landing-stage. However, at certain times of the tide it is found more convenient for the steamers to proceed direct to the "Alexandra" Dock; and when this is the case, a special train is generally provided by the London and North Western Railway Company to run from their "Alexandra" Dock Station to Lime Street Station, for the convenience of passengers for their line and the Lime Street Station Hotel.

Lime Street, the chief station of the London and North Western Railway in Liverpool, is a building of immense proportions, and contains four arrival and four departure platforms. The passenger service includes nearly three hundred trains each day, the principal being the Euston expresses, of which about twelve leave daily. Adjacent, and indeed forming part of the station, is the "North Western" Hotel, one of the largest in the kingdom; it is under the management of the Company, and no effort is spared to secure the comfort of visitors. This Hotel is patronised by the *élite* of American travellers.

RUNCORN BRIDGE.

THE great curve made by the vast estuary of the Mersey as it bends south and eastward and separates the counties of Cheshire and Lancashire, long rendered it impossible to secure direct communication between Crewe and Chester and Liverpool; and the traveller was compelled to take a circuitous route, first north and then west, or to leave his train and cross the river by steamboat from Birkenhead. At length, however, the London and North Western Company resolved to overcome every obstacle and to carry their main line right over the Mersey, and at such an elevation as not to interrupt the busy navigation of the river. The work was one of unusual magnitude, but was successfully accomplished. The bridge is approached



by the Runcorn Viaduct, which consists of thirty-three arches; one of 20 feet span, twenty-nine of 40 feet span, and three of 61 feet. The bridge itself rests on four massive castellated piers, 300 feet apart, that sink into the bed of the river, and carry the girders 80 feet above the water. Ten other arches form the West Bank Viaduct; this leads to an embankment; and the line is now continued upon the Ditton Viaduct of forty-nine arches. The total cost of the structure was £422,000, of which nearly £42,000 were paid for land. The journey from London to Liverpool is by this route shortened some nine miles. The appearance of the Viaduct, as it carries the passenger over river and sea, is very striking. A footway on each side of the Viaduct supersedes the old and tedious ferry, and must be a great boon to the locality. The direct route to Crewe carries the traveller through a dull but important salt-mining district. It is estimated that the total quantity of salt sent from hence is more than 1,500,000 tons a year.

Runcorn is an inland port with a population of some 13,000 souls.

BLACKPOOL.

THE pretty watering place of Blackpool stands on a range of cliffs fronting the Irish Sea, and on a favourable day the promontory of Furness, the Cumberland Hills, and the mountains of North Wales are distinctly visible. Sometimes the Isle of Man may be seen. The situation of Blackpool confers some advantages over other watering places on the Lancashire coast. Its elevation above the sea at low water is considerable, and the tide does not recede more than half a mile. The healthy bracing air and the fine hard sands attract great numbers of visitors to Blackpool. A new pier and promenade were opened in 1873; and since then another pier has been erected, a carriage drive about three miles in length has been



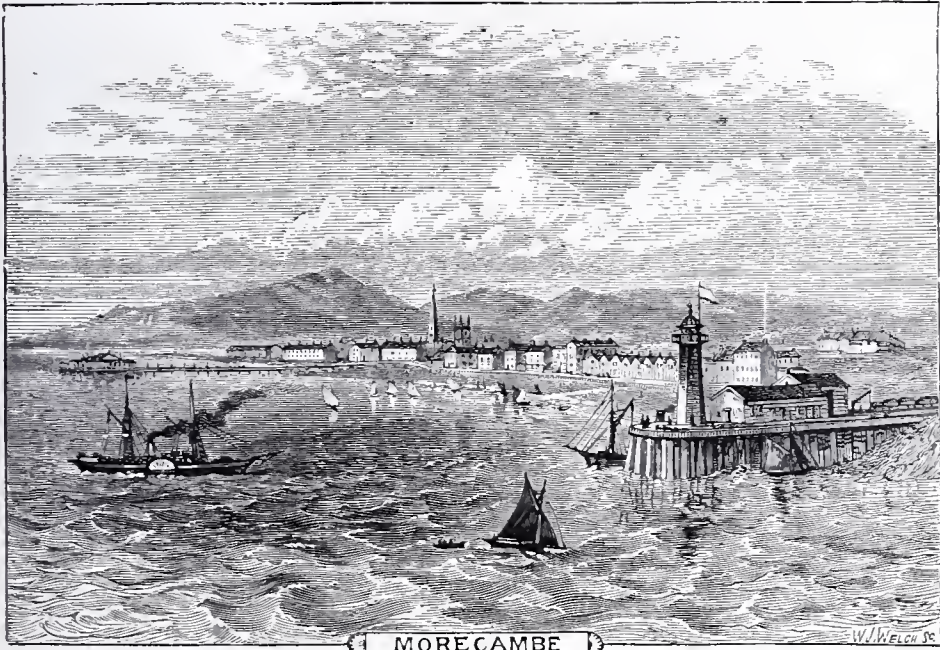
BLACKPOOL.

completed, and other improvements have been made. The name of the town is derived from a peaty-coloured pool near a farmhouse called Fox Hall, once the residence of the Tyldesleys. The whole of the adjacent country is within the district called Fylde, and is one of the richest parts of the county of Lancaster. One of the leading attractions of the town is to be found in the superb structure of glass and iron known as the Winter Gardens, with its magnificent floral hall surmounted by an imposing dome. The fernery is also a marvellous combination of picturesque rock-work, water, and ferns. The Grand Pavilion, with seats for 3,000 people; the covered promenade, 30 feet wide; the extensive skating rink, and elegantly appointed refreshment-rooms, all combine to complete a veritable palace of the people. In the summer steamers ply from the piers to Llandudno, Southport, Morecambe, the Isle of Man, and other places.

MORECAMBE.

MORECAMBE is a favourite watering-place, about four miles from Lancaster, on the shores of Morecambe Bay. The bay, when the tide is up, is a fine sheet of water, 16 miles long by 10 miles wide. The tides rise and fall with unusual rapidity, and at low tide the quicksands are extremely treacherous, and should on no account be attempted without a guide.

But while we caution our readers against dangers, we must not be unmindful of the many beauties of Morecambe Bay. A few years ago only an obscure fishing village stood where now is the large and growing town of Morecambe, with its promenades, its piers, its terraces and its churches, its sands, stretching at low tide "far, far out, almost to the rim of the horizon,

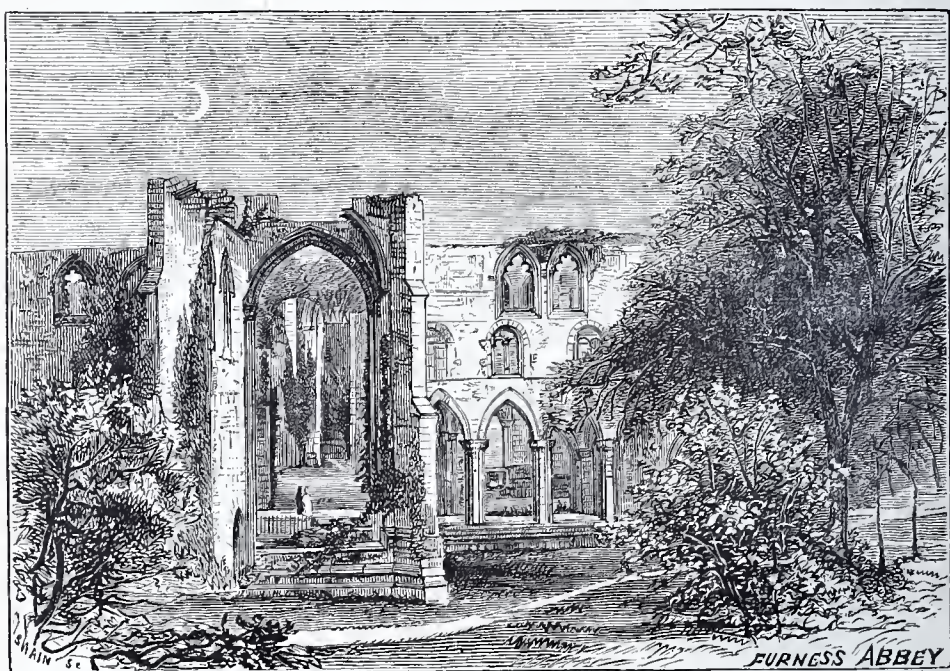


and yet the brighter rim burning beneath the sun tells of the sea beyond ;" its hills, its sea wall and railway stations, its bright and far-reaching coast line, its fishing vessels and coasting steamers, and not far away the grey and purple hills of the Lake District. To the north of the bay the estuary of the Kent is crossed by a noble viaduct of fifty spans of thirty feet each, with a drawbridge to admit of the passage of sailing vessels. A similar structure carries the line over the Leven. A new line connecting Lancaster and Morecambe is in course of construction.

The favourite walk for visitors is the great pier. It stands high above the water, and affords a beautiful prospect on every hand. At the end is a good aquarium and a bazaar. The sands furnish splendid bathing facilities. So many visitors and residents come here from the West Riding that Morecambe has acquired the name of "Little Bradford." Steamers ply from hence to Londonderry and Portrush.

FURNESS ABBEY.

IN the secluded and beautiful glen of Nightshade Vale, with its flowing stream and its wooded hills, the Abbey of Furness was founded in 1127; and here arose church and chapter-house, hall, cloisters, and school, lodge, mills, and granaries,—the remains of which survive; while on an eminence not far away the beacon-fire would blaze to tell the whole country-side of Furness that foes were expected or that help was required. Here the founders of the Abbey might be seen—the grey-robed Benedictine monks from the monastery of Savigny in Normandy. But after a while they changed their profession, and now wore the white cassock, cowl, and scapulary of St. Bernard. The Abbey was a mother institution—nine other



monasteries arose under its auspices—and the abbot himself became a sort of king, whose rights were ratified by twelve English monarchs, and who with his successors held, for 400 years, supreme rule, ecclesiastical and civil, over the whole of Furness, extending from the Duddon to Windermere. The mesne lords did fealty, and every tenant was bound to furnish man and horse for the Border Wars. The Abbey grounds enclosed 65 acres.

The Abbey is of the pale red stone of the district, the effect of which is at first somewhat disappointing. In the Abbey itself “the heavy shaft alternates with the clustered pillar, and the round Norman with the Gothic arch.” “All,” says Harriet Martineau, “is sad and silent now. The chapter-house, where so many grave councils were held, is open to the babbling winds.” Where the abbot and his train swept by, the visitor strolls amid long grass and waving ferns. Instead of swelling anthems and penitential psalms are the voices of birds, and winds, and waters.

There is an excellent hotel hard by.

KENDAL.

KENDAL is the largest market town in Westmoreland, and contains nearly 14,000 inhabitants. Wordsworth speaks of it as:—

“A straggling burgh, of ancient charter proud,
And dignified by battlements and towers
Of a stern castle, mouldering on the brow
O! a green hill.”

The woolien manufacture was founded here as early as the fourteenth century by Flemish weavers, and the quality of the material produced is indicated in the lines that declare that “for making of our cloth” Kendal is “scarce matched in all the land.” The town is built of a mountain lime



HAWES BRIDGE, KENDAL.

stone which abounds in fossils; and the material, found in abundance on the fells, being susceptible of a high polish, is much used for chimney pieces.

The ruins of Kendal Castle, consisting of four broken towers and part of the outer wall, crown the summit of a grassy knoll to the east of the town, and from hence a pleasant and extensive prospect may be enjoyed. Queen Catharine Parr was born here.

One of the most interesting excursions from Kendal is to a spot not too well known to visitors to the Lake District. It is through Longsled Dale to Hawes Water. The dale itself, with its rustic cottages nestling among groves enclosed by dark fells, is, as Mr. Radcliffe asserts, “a little scene of exquisite beauty.” At length, after some long and hard climbing, we reach the summit of the pass, and descending on the other side, Hawes Water comes into view—fifteen miles from Kendal. From hence we may reach the glorious mountains and lake of Ullswater.

THE LAKES.

ENTERING the train at Euston, a pleasant run of about seven hours brings us to the charming village of Windermere and the heart of the lake country. As we step out of the station and look around, the extreme stillness and sense of quiet which prevail on every hand, impress us as being in strong contrast to the whirl and excitement of city life. Here "calm is all nature as a resting wheel."

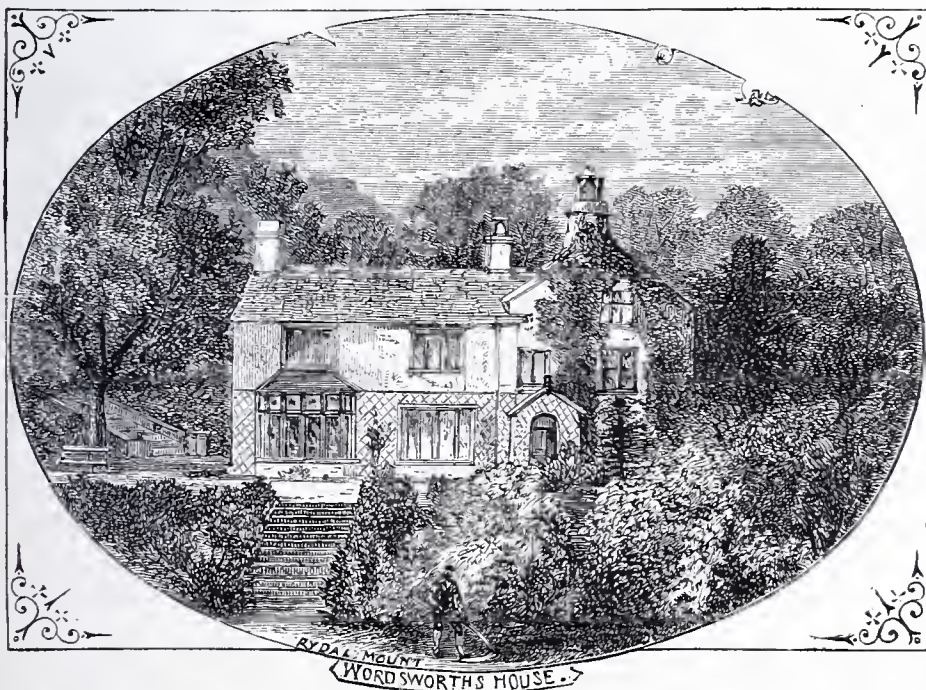
The position of the village of Windermere itself is singularly picturesque. The cozy-looking villas, mostly new; the clean streets, the wooded heights that shelter it from the bitter north-east winds, its elevated situation above the lake, its comfortable accommodation and good society, combine to make



it a very desirable place for either a lengthened sojourn or a short stay. There is no necessity to walk long distances in order to enjoy the scenery around Windermere; the beauty lies close at hand, although there are certain coigns of 'vantage from which a more extended and glorious prospect can be obtained. Chief among these may be mentioned Orrest Head and Elleray. The former is but a few minutes' walk from the railway station, and commands a magnificent prospect of the lake, stretched out in all its grandeur, flanked on the north-west by a range of mountains whose lonely peaks stand out sharp and clear against the sky-line. Among these, like time-worn anchorites, solitary and distinct, the Langdale pikes attract the eye, and in very clear weather the highest point among English hills, Scawfell pike, can be discerned in the extreme distance. The view given in our illustration, from the grounds of Elleray, the seat of Mr. Heywood, is in most respects almost similar to that seen from Orrest Head. Among the many tours that may be made to places of interest in the lake district, our space will allow us to briefly mention only a few.

Lake District ; Windermere.

A pleasant walk down-hill brings the traveller to Bowness, at which a boat may be hired for a row on the Lake. Close by is the Ferry Nab, the view from which is exceedingly beautiful. The sight of Storrs will recall a memorable scene described by Lockhart in his life of Scott, as when the great Northern Minstrel visited the lakes in 1825, it was at Storrs that he met Mr. Canning, then visiting Mr. Bolton. The town of Ambleside stands at the foot of Wansfell Pikes, about a mile from the head of Windermere Lake, and is a convenient centre for tourists, being well supplied with good hotels and lodging houses. From Ambleside may be visited the celebrated Dungeon Gill Fall, situated in the Vale of Langdale, about eight miles distant. The stream has a perpendicular fall of 90 feet, and is crossed by a natural bridge formed by two stones wedged at the top of the chasm.



Two miles from Ambleside, situated in the very heart of lovely scenes, we reach Rydal, with its Mere, a place at once recalling the name so intimately connected with the whole of the lake district in general, and this spot in particular—William Wordsworth. Close by, nestling at the summit of a beautifully shaded avenue, stands the "Mount," which became, from 1813 till his death, the home of the poet. The grounds may be seen by permission.

About two miles from Rydal we pass Grasmere, with its beautiful lake, on which there are facilities for boating and fishing, and pressing on we arrive at the famous pass known as "Dunmail Raise," so called from the fact that here the brave and gallant Dunmail, last king of the Cumbrian Britons, died in battle with the Saxons. Over the spot where he was

Lake District : Keswick.

buried a large pile of stones, overgrown with moss, is raised, and is known as "Dunmail's Cairn." The pass is flanked on either side by two lofty mountain heights, known respectively as "Seat Sandal" and "Steel Fell," who frowningly look down from their altitude of 2,000 feet above Dunmail Raise, while the pass itself is more than 700 feet above sea level. So on the road leads along the side of beautiful Thirlmere, past the Castle Rock of "Triermain," on through the "Vale of St. John's," renowned for its glorious scenery, till at last there bursts upon the view one of the most splendid scenes in Europe: the little town of Keswick, invested on every side by mountains, crags, woods, and waters. In the distance we see how—



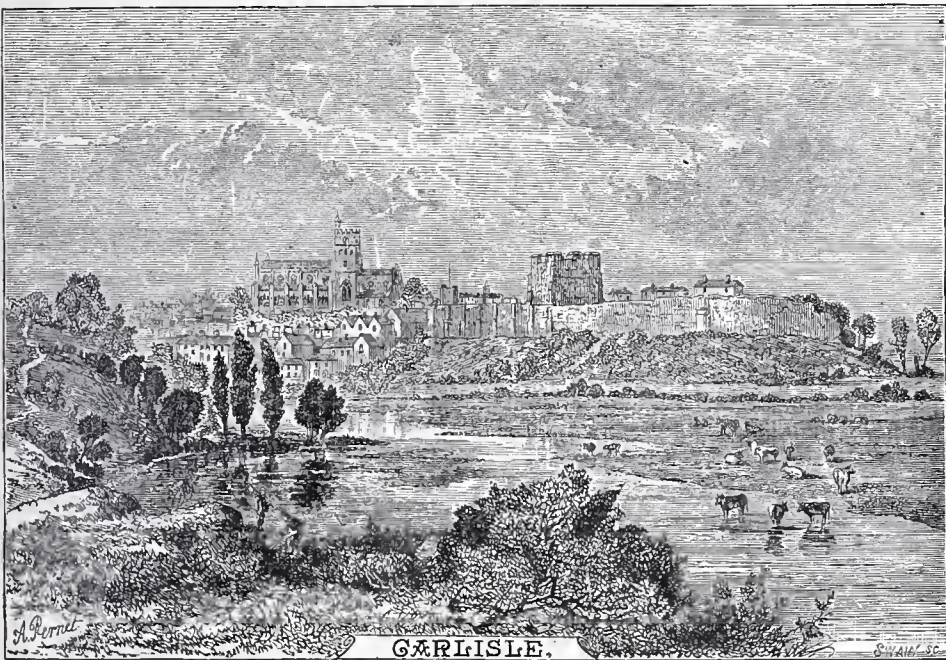
"His wizard course where hoary Derwent takes
Through crags and forest, glooms and opening lakes,
Staying his silent waves to hear the roar
That stuns the tremulous cliffs of high Lodore."

From Keswick the tourist may visit Buttermere, distant fourteen miles, by coaches leaving the hotels about 10 a.m. and returning about 6 p.m. The drive for three miles of the route is by the side of Derwentwater, and glimpses of great beauty constantly come forth. The Bowder Stone, near Borrowdale, in shape somewhat like the keel of a ship capsized, and said to weigh 1,900 tons, is an object of interest on the way. The Lodore Cascade, sometimes called the English Niagara, and the Falls of Barrow, should not be forgotten.

Ullswater may also be visited from Keswick by public conveyance. The distance is fifteen miles. A pleasant sail by the steam yacht on the waters of this fine lake may be enjoyed, or for those to whom the manly exercise of rowing is preferable, every facility is offered.

CARLISLE.

CARLISLE is pleasantly situated between the Eden, Caldew, and the Petterill rivers, which although not large afford excellent trout fishing. It is one of the most ancient cities in the kingdom. Tradition affirms that King Arthur held his court in the town. Be that as it may, it is certain that it was occupied by the ancient Britons, that it afterwards became a Roman station, and that it was fortified by Agricola. Carlisle Castle (in part converted into a gaol) is said to have been taken by William Rufus. Carlisle has been the scene of many a bloody contest. The ancient Britons were not by any means the most peaceable creatures, and they indulged in many a fight. Then came the Roman legions to fight



CARLISLE.

the Britons; and soon after occurred the struggles between the Saxons and the Picts and Scots. Later on came wars between England and Scotland, and the names of David, King of Scots, Wallace, Robert Bruce, and the Black Douglas, conjure up visions of a time which must have been full of bloodshed. Where other warriors had been, Cromwell, as a matter of course, must follow; and one can imagine the Ironsides of the Protector, after having driven from out the city the adherents of Charles, singing psalms in the old castle, and giving forth praises for another victory over the supporters of the "man of sin," as they were pleased to call Charles I. In 1745 it surrendered to Prince Charles Stuart; and, on being retaken by the Duke of Cumberland, was the scene of great cruelty. Turning from war to peace, it may be stated that Carlisle was made a bishopric by Henry I. in 1133. The cathedral, originally part of a Roman priory, was some time since restored and embellished. The remaining public buildings most worthy a visit from the tourist are St. Mary's Church, the Court Houses, the Market Cross, Eden Bridge (which affords a fine view of the river Eden), and some quaint and very old-fashioned houses in the Market Place. Carlisle has extensive founderies and breweries, and there are also buildings for the manufacture of cotton, woollen, linen, and other fabrics, leather hats, and hardware. 31

GLASGOW AND EDINBURGH.

BEYOND Carlisle the line proceeds northwards, and becomes the Caledonian Railway. It divides at Carstairs, from which point it branches away towards the two great centres of Scotland—Edinburgh and Glasgow; the one the representative of intellectual activity, the original home of Scottish Royalty, and the modern Athens; the other the active city of commerce, the great leader of maritime construction, and the locality surrounded by splendid scenery. The River Clyde takes its own position as a locality of great natural beauty, and the falls which break its course are famous far and wide. The best point from which to visit the falls and the most immediate centre of interest, but only for its associations, is the ancient town of Lanark, four miles from Carstairs. Here Kenneth II. summoned the first Scottish Parliament in 978. The town at once recalls to our minds the life of the greatest of Scottish patriots—William Wallace, the Knight of Ellerslie. Here he lived and commenced his historical career by striking down the English Sheriff Hazelrigg, in return for the murder of his wife; the neighbourhood teems with the incidents connected with his memory. From Glasgow numerous localities of interest may be visited. Among these may be mentioned Greenock, from which the beautiful island of Rothesay, noted for its sea-bathing facilities, may be easily reached. Wemyss Bay is also much resorted to by excursionists from Glasgow, and will well repay a visit.

In Edinburgh, the city itself is worthy of its far-famed reputation. The Castle on the upreared massive rock stands out in singular force, clearly defined, though dark and threatening. Beneath its shadow the white jet of steam marks the presence of the railway engine; whilst within a stone's throw the Gothic monument raised to Sir Walter Scott lifts its delicate tracery in pinnacled outline to the sky. Down in the hollow near the Canongate is Holyrood Palace, famous as the scene of Rizzio's murder; they still show the room where the deed was done. A little beyond is Burns' monument, and behind it lies Arthur's seat, one of the range of hills that encircle Edinburgh. In the upper town is the house inhabited by Walter Scott before he built Abbotsford; whilst in the lower town is the house inhabited by Knox: beyond these there are numerous localities which the great novelist has lifted into fame by incorporating them into his novels, giving to his writings a lifelike vividness, and elevating the localities themselves by his antiquarian knowledge. From Edinburgh and Glasgow the trains run to the far-famed Highlands, where Scotch mountains and Scotch lakes combine with the keen Scotch air, to give fresh life to those who are weary from over-work, or those who are tired of the London season.

It may be here mentioned that the recently accelerated day service of trains between London and both Edinburgh and Glasgow by the North-Western and Caledonian Railways is a very convenient one, taking but nine hours to accomplish the journey between Glasgow and London, and only eight and a half hours between Edinburgh and London. The Day Express leaving London (Euston) at 10 a.m. reaches Edinburgh (Prince's Street) at 6.30 p.m. and Glasgow (Central) at 6.50 p.m., and the train leaving Glasgow (Central) at 10 a.m., and Edinburgh (Prince's Street) at 10 a.m., reaches London (Euston) at 6.30 p.m. Other Expresses, both day and night, have also been accelerated.

NORTH STAFFORDSHIRE RAILWAY.

As the London and North Western Company run some of their fastest London and Manchester expresses via the "Potteries," a few lines descriptive of the North Staffordshire Railway, over which these trains pass may be conveniently inserted here, rather as an indication to the traveller what there is of interest, which he should endeavour to see, than to describe it to him. At Colwich station, a few miles on the London side of Stafford, the North Staffordshire Railway turns abruptly to the north, out of the London and North Western Main Line, and keeps close to the eastern bank of the Trent. Between the river and the rail runs the Trent and Mersey Canal, now belonging to the North Staffordshire Railway



Company, one of the great canal undertakings of the latter half of the last century for which the country is indebted to the famous Duke of Bridgewater and his allies ; running, as its name indicates, from the River Mersey, at Runcorn, into the Trent, near Nottingham, a distance of over 100 miles, it was for nearly half a century the great highway for inland traffic between the east and west coasts, yielding to its proprietors a steady dividend of forty per cent. or so ; but now almost deserted, owing to the quicker and cheaper transport which railways afford. The scenery passed through after leaving Colwich is very picturesque : on the left hand lies Shugboro', a residence of the Earls of Lichfield ; on the right Sandon with its park and grounds belonging to Earl Harrowby ; and again, soon after passing Stone (where the North Staffordshire Company's branch from Stafford joins), on the left may be seen the beautiful woods and grounds of Trentham Hall, a residence of the Duke of Sutherland.

Nineteen miles from Colwich (sixteen from Stafford), is Stoke-on-Trent, the centre of the Potteries. All the express trains stop here, and as there is a very comfortable Hotel (the "Station"), it will form a very convenient centre from which to see the District, as from here the various lines belonging to the North Staffordshire Railway Company radiate, southward to Colwich and Stafford, north and north-west to Macclesfield and Crewe, at all of which points they join the London and North Western Railway ; south-east to Burton and Derby, where they join the Midland and Great



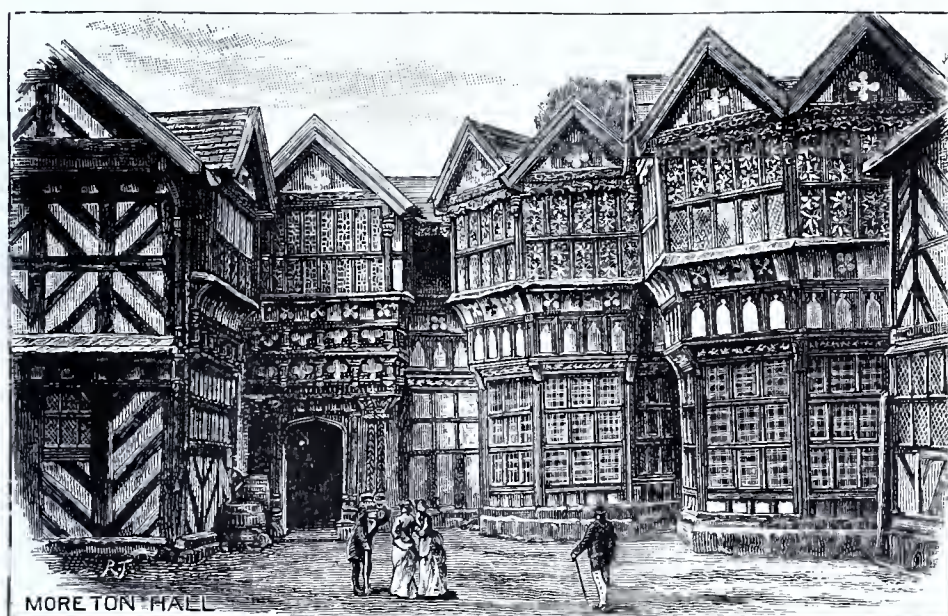
Northern lines, and to Ashbourne (for Dovedale) and Alton ; westward to Market Drayton where the Great Western Railway is joined ; and eastward to Leek and Rudyard.

The Pottery towns are Tunstall, Burslem, Cobridge, Hanley, Stoke-on-Trent, Fenton and Longton, Tunstall being five miles north and Longton three miles south of Stoke, and they are connected by the "Loop" Line of the North Staffordshire Railway, with a half-hourly service of trains in each direction. The population is over 150,000, and they return two members to Parliament. Pottery, Earthenware, and China goods of every kind are made at the very numerous works thickly distributed through the whole district, also encaustic tiles, white-glazed bricks, and roofing and other tiles and bricks of every kind. The principal china manufacturers are Messrs. Minton (Limited), Messrs. Wedgwood, and Messrs. Copeland ; and of encaustic tiles Messrs. Minton Hollins & Co., and the Campbell Tile Company. There are large Ironworks and Collieries in

the neighbourhood ; the principal ones being those belonging to Earl Granville and the Duke of Sutherland.

Two miles from Stoke is Trentham Hall, one of the residences of the Duke of Sutherland ; and the beautiful lake and grounds will well repay a visit. About the same distance from Stoke is Newcastle-under-Lyme ; a quaint old country town, returning two members to Parliament, and chiefly remarkable as the fourth oldest Borough in England. Its present Charter of Incorporation is dated 1235, and it refers to a still older Charter, which has unfortunately been lost.

The neighboring towns of Leek, Congleton, and Macclesfield are



the centre of the silk weaving and spinning industry of Great Britain. Within a short drive of Congleton is Morton Old Hall, probably the most complete specimen of Elizabethan architecture in England. "Queen Elizabeth's Ball Room"—said to have been built especially for an entertainment at which that monarch was present—is certainly unique. On the road to Morton Old Hall, Astbury Church is passed ; and its fine carved oak roof is well worth seeing. Near Congleton, but in the opposite direction, are, Biddulph Castle, the ruined mansion of the ancient family of that name ; and Biddulph Grange, the beautiful modern residence of Mr. Robert Heath.

Gawsworth Church, about four miles from Macclesfield, contains some very curious old monuments of the Earls of Harrington ; especially one, a skeleton of life size, lying at length under a canopy, and carved out

of a pink marble which gives it a most remarkable appearance of the flesh having only recently been stripped from the bones.

At Leek, Messrs. Ward & Co.'s Indian Silk Works should be by all means visited by anyone who takes a pleasure in artistic combinations of color, supposed to be peculiar to Eastern art. When at Leek, the Rudyard Lake should also be visited for its romantic views of wood and water. The Rudyard Hotel, situated on its banks, will be found very comfortable. Very good fishing may be enjoyed in the lake by permission of the Earl of Macclesfield, which is, as a rule, cheerfully granted.

From Stoke, the tourist will do well to take himself to Ashbourne,



from where a pretty drive of five miles along the banks of the Dove will bring him to the entrance to Dovedale; putting up his conveyance at the old-fashioned Izaak Walton Hotel, from whence a pleasant footpath leads up the Dale, through the wildest and most romantic scenery imaginable. The ancient gravestones in the neighboring churchyard of Ilam should be visited by the antiquary.

From Ashbourne a flying visit may be made to Burton-on-Trent; celebrated for the gigantic Breweries of Messrs. Bass, Allsopp, &c. The beautiful grounds of Alton Towers, the residence of the Earls of Shrewsbury, may also be visited from Ashbourne. Also the ruins of Croxden Abbey, near Rocester, and the ruins of Tutbury Castle, near Tutbury Station. Also, near Sudbury Station, the Butter Factory belonging to Lord Vernon, where butter and cheese are made by machinery on a very large scale.

BIRMINGHAM.

BIRMINGHAM, situated almost in the centre of England, with a population of nearly half a million, is famous not only as the metropolis of the hardware trades, but also as an educational, social, and political factor of the highest importance.



ST. MARTIN'S CHURCH.

The town, under its Saxon name, Brumwycham (suggesting at once the modern "Brummagem") is mentioned by Dugdale as existing in the times of Edward the Confessor; but little is known of it until the middle of the 16th century, when its industrial fame was established. For the last three centuries this reputation has steadily increased, till it has extended to every corner of the civilized and even the uncivilized world. Birmingham possesses no ancient churches, or historical buildings and recollections dear to the antiquary; its glory consists in its manufactories and its public institutions of to-day.

New Street (close to which is the central station of L. & N. W. and

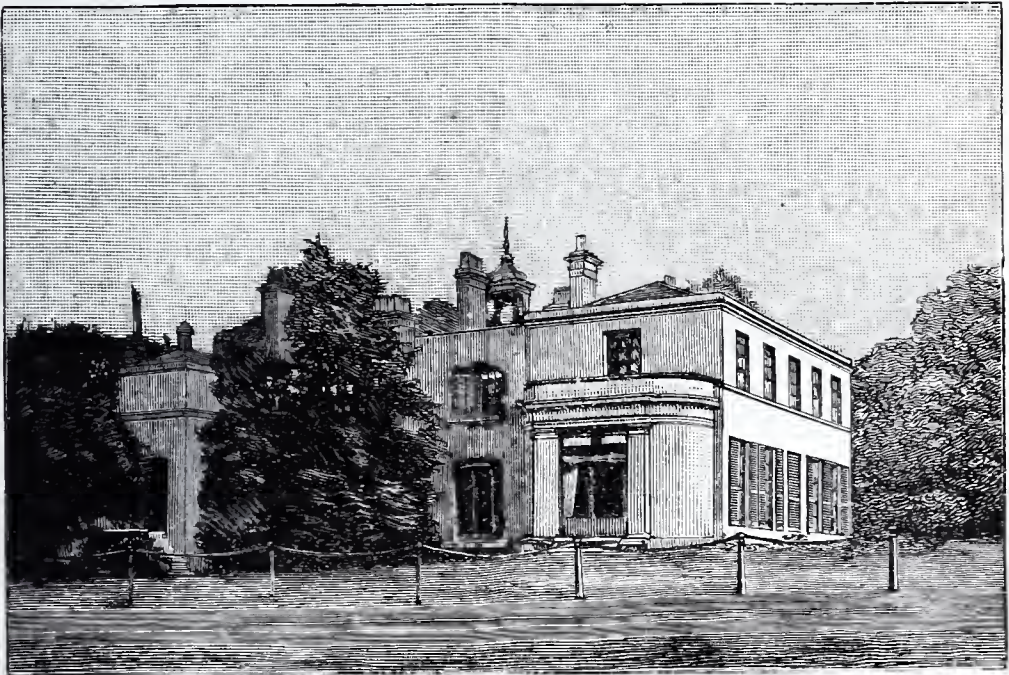


SMALL HEATH PARK.

Midland Railways) is the principal thoroughfare, and contains the chief public buildings, in addition to numerous excellent shops. The station, with a roof 1100 feet in length, is one of the finest and busiest in the kingdom. On the right of it is the Exchange, a fine group of buildings by Holmes, with a statue close by of Thomas Attwood, founder of the Birmingham Political Union. In New Street is the Grammar School of King Edward VI. rebuilt in 1833 by Barry, accommodating over 1500 scholars, with its elementary branches in other parts of the town. Queen's College (founded by Mr. Sands Cox in 1828) is, together with the Midland Institute, situate in Paradise Street; and close by in Edmund Street (at the back of the Town Hall) is the new College of Science, a fine set of red brick buildings, opened in 1880. The Town Hall is a large

Classic building, possessing a magnificent organ: here once in three years the Birmingham Musical Festival is held: here too in 1846 Mendelssohn conducted the first performance of his "Elijah." Opposite the Town Hall is the Post Office, and close by are the Council House in Ann Street, and the Central Free Library in Ratcliffe Place. The chief churches are St. Martin's, rebuilt in 1875, and the R. C. Cathedral of St. Chad, in Bath Street, which, with the Bishop's house adjoining, was designed by Pugin.

Birmingham is well off for places of amusement. The new Grand Theatre in Corporation Street will compare favourably with many in London, there are also the Theatre Royal in New Street, and the Prince



HEATHFIELD HOUSE

of Wales' in Broad Street. There are numerous Public Parks, the most important being at Aston, containing a fine Museum; close by are the Aston Lower Grounds—the Crystal Palace of Birmingham—with an Aquarium, a capital Concert Hall, and fine accommodation for Athletic Sports, Cricket, &c. The Botanic Gardens must also be mentioned, they are near the suburb of Harborne.

But the chief objects of interest to the visitor to Birmingham are undoubtedly its manufactories. Men from every quarter of the Globe make a pilgrimage to the hardware town in order that they may see with their own eyes the mechanical processes by which the various goods are produced. Birmingham is celebrated for its iron plates, its hardware, gasaliers, electroplating, and its multifarious industries associated with

metal workings. Among the application of art and taste to metal productions, the great firm of Elkington & Co., as electroplaters takes first rank, and by the courtesy of the firm visitors are permitted to view the various processes of manufacture of their extensive works. Their productions constitute a special illustration of the intensely rapid growth of art culture combined to the latest scientific discoveries. It is curious to think that half a century ago electroplating was unknown, or rather not utilized, whereas to-day it employs thousands in connection with its various products, and has a still larger field for the future. The glass trade of Birmingham is a very large industry, among whom may be mentioned Chance Bros., the great plate glass manufacturers, and F. & C. Osler, who are more intimately associated with the artistic productions in glass, especially cut glass and glass with various forms of ormolu ornamentation. The steel pen manufacturers enjoy a world-wide reputation, and the great brands may be found in every quarter of the habitable globe. The process of pen making is highly interesting, and to watch the sheet of steel passing through its various stages until the perfect pen is produced, constitutes a great practical lesson, once seen never to be forgotten. Mr. Joseph Gillott's works are capable of being viewed by special permit. The general art culture in Birmingham is distinctly on the advance, and as illustrative of the skill and taste that is now brought to bear upon the working in silver and bronze we cannot do better than refer to Messrs. Jones & Willis, who produce all classes of Mediæval Art Work, with various other items of a kindred character. In the manufacture of Bedsteads there are, among others, the great works of Peyton & Peyton, who were awarded the prize medals in Paris and Philadelphia, whilst in the various departments of guns, needles, buttons, may be mentioned the celebrated firms of Westley Richards for Sporting Guns, Messrs. Kirby, Beard & Co., for pins and needles, and Messrs. Cadbury for buttons; other names will be readily suggested in the locality itself.

One of the great engine manufacturers of whom Birmingham is justly proud is the firm of Messrs. Tangye, who are celebrated for their general production of Machinery. The works are in the suburb of Birmingham named Soho. Among the great names associated with the town is that of James Watt, the inventor of the steam engine, who built Heathfield House, as shewn in our illustration, and which is now the property of Mr. George Tangye, one of the heads of the firm of Tangye Bros., and who have proved themselves munificent in their donations to their native town

THE AUSTRALIAN IRRIGATION COLONIES.

PROGRESS OF AN INTERESTING ENTERPRISE IN FRUIT CULTIVATION.

AN immense amount of interest has lately been manifested in England in an undertaking which must in the near future be of great importance both to the mother country and the Australian colonies. The work referred to is the establishment of irrigation colonies after the pattern of those which have for many years been so successfully carried on in Southern California. In Australia the climatic conditions are almost identical with California, being characterised by an exceptionally small and irregular rainfall, and by a sufficient degree of summer heat to bring to perfect maturity such valuable fruits of commerce as the olive, orange, lemon, grape (raisin and wine), fig, apricot, peach, etc.; while from the dryness and salubrity of the atmosphere out-door occupations can be agreeably carried on throughout the year—an Australian winter having been frequently described by those who have enjoyed the advantage of experiencing it as altogether “superb.” The “colony” system of settlement has hitherto been carried out chiefly in connection with irrigation and the cultivation of fruit. It affords many advantages beyond those attainable by ordinary settlers upon the land, the arrangement of “close” settlement with “intense” culture involving the formation of a community of cultivators, who are thus enabled to act together in providing all that is necessary for their common welfare and prosperity.

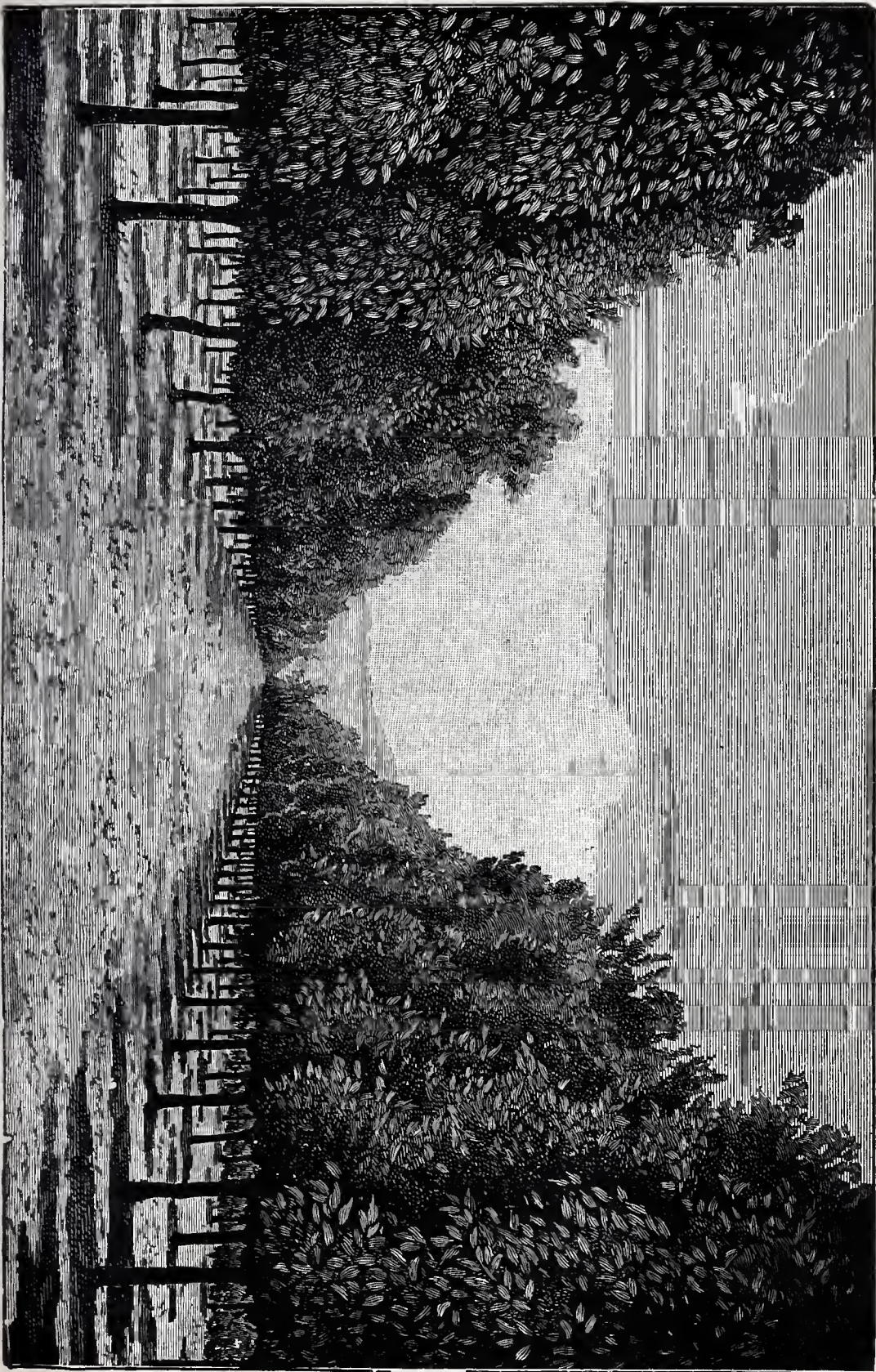
The Australian Irrigation Colonies are situated upon the river Murray, which affords an unfailing supply of fertilising water for irrigating the fruit plantations throughout the year, very powerful steam-pumping machinery being employed for that purpose. The Legislatures of Victoria and South Australia three or four years ago passed special Acts, enabling two of the most successful and experienced colony founders from Southern California—the well-known Canadian brothers, George and William Benjamin Chaffey—to establish two such settlements upon areas of excellent land, carefully chosen for the purpose, amounting altogether to half a million acres. The land is granted from time to time in blocks of one square mile and upwards, as the conditions (which involved periodical official inspections, and an extensive outlay in the construction of irrigation works—pumping machinery, fruit preserving factories, etc.) are progressively fulfilled. Upwards of 100 miles of main irrigation canals and 150 miles of subsidiary channels have been constructed, about 4,000 to 5,000 horse-power pumping engines provided, and some six or seven thousand acres of fruit orchards planted, while the area under cultivation is rapidly extending—some 16,000 to 20,000 acres having been already allotted at the Mildura Colony alone. The settlers to whom the land is thus being continuously transferred through the agency of Messrs. Chaffey—holding their properties (which consist of ten-acre blocks and upwards) in fee-simple—now number upwards of 1,000 at the Victorian Colony (called “Mildura”); that in South Australia (“Renmark”) is not so far advanced. The population

The Australian Irrigation Colonies.

altogether at Mildura is now about 4,000; at Renmark it is under 1,000. The settlers consist largely of persons drawn from the wealthier classes of the mother country, including noblemen, professional men, retired officers, &c.; the extent of each settler's holding depending on the amount of capital at his disposal, and varying from ten acres upwards, involving investments in the formation of vineyards, fruit orchards, olive and orange groves, &c., of from a few hundreds to several thousands. It is estimated that, including the outlay made by the company of Chaffey Brothers, Limited, some three-quarters of a million pounds sterling have been already expended. A noteworthy feature of the Australian "colony" scheme of Messrs. Chaffey Brothers is that of the Agricultural and Horticultural College which is to be established at each settlement, and which is liberally endowed to the extent of one-fifteenth of the entire estates. A high-class general education, as well as scientific and practical instruction in agriculture, horticulture, &c., will be afforded at these establishments.

The settlements—the oldest of which, Mildura, is only in the fourth year of its existence—have already afforded substantial promise of the excellence and abundance of their future productions, and of their likelihood to realise the universal prediction that in a few years they would become "the fruit garden of the world." The general testimony of the Australian press, and of many who have visited the settlements from Great Britain, is fully corroborative of the most sanguine expectations of the settlers and promoters. The growth of the trees is described as being most remarkable; some of the young lemon trees, for example, showing in the third year from planting as many as ninety-six well-matured fruit, while the vines had yielded as much as twenty pounds of grapes per vine. (There are orange-trees on some of the old homesteads on the Murray which have recently yielded upwards of two thousand fruit per tree in one season.) The early and substantial remunerativeness of the fruit plantations is confidently assured, as well by the well-known facts of fruit cultivation in Australia hitherto as from the specially favourable conditions of production afforded by irrigation, which the settlers at these colonies so exceptionally possess. Instances have been known where, under similar conditions, an income of £1,000 per annum has been derived from ten acres of land. The present large and extending demand for the wines and fruits of Australia in the markets of Great Britain, and the rapid increase in the colonial and home populations which is continually proceeding, afford substantial guarantees that, however abundant the production in the not-distant future, it cannot be more than barely commensurate with the proportionately increasing consumption of these commodities.

Every week, every month, shows a substantial amount of additional work done. There are a number of twenty horse-power traction engines, besides minor plant, employed to do the work of clearing, ploughing, &c., cultivating—which is thoroughly well done to the depth of twenty inches—at the rate of nearly one hundred acres per day. Steam brick-works, saw-mills, &c., are in active operation, supplying the settlement with materials for building purposes. There are also extensive engineering works at each settlement; refrigerating works for cool-storage purposes; telegraphic and telephonic communications have been provided; and the completion of the railway communication with Melbourne, &c., is looked forward to in the early future. An extensive and rapidly-growing town has been established at each settlement, the chief avenues of which have been graded and planted with rows of shade trees to the extent of about twenty miles. Public offices, schools, clubs, churches, museums, coffee-palaces, boarding-houses, banks, stores, &c., are everywhere rising, many of them being



AN ORANGE GROVE UNDER CULTIVATION BY IRRIGATION.

The Australian Irrigation Colonies.

substantial and handsome buildings. Two newspapers—which are devoted to the interests of the colony, and contain important articles by scientific and otherwise competent writers—have been established in Mildura.

The Messrs. Chaffey being distinguished experts in the art and business of fruit cultivation by irrigation, the settlers enjoy the great advantage of their advice and instruction, with respect to the quantities of water required for each kind of fruit crop, and the times when it is best to apply it; also their co-operation and assistance in marketing the produce to the best advantage; and in every practicable way that can contribute to the success of the Colonies, their valuable scientific knowledge and practical experience are brought to bear. It may be mentioned that they early brought over a large number of experienced fruit-growers, besides individual experts, from the great fruit-producing districts of California, with which they were so successfully connected in order to insure the establishment of the business of irrigation fruit-farming in Australia in all its various branches, and in its most advanced and improved methods and practice. In the recently spoken words of the indefatigable Chief Secretary of Victoria (the Hon. A. Deakin, who, together with a large number of the leading men of Australia, as already stated, visited these settlements and reported most favourably upon them), the Messrs. Chaffey, by their courageous and enterprising example, have given a powerful stimulus to the development of prosperous colonisation in Australia—have put heart and hopefulness into the farming community throughout the country to an unprecedented extent. The special advantages enjoyed by the Australian irrigation fruit-grower are that he can produce the valuable fruits of commerce above mentioned not only in great abundance, but of exceptionally excellent quality, and can therefore confidently expect to realise the best market prices; secondly, that he has a colonial population to supply which increases every decade by nearly fifty per cent., and which now imports (under more or less restrictive duties) these commodities from foreign countries to the value of nearly three-quarters of a million sterling; thirdly, that by reason of his position in the southern hemisphere, he can furnish these fruits to the European and other markets when they are not commonly obtainable there—namely, in the early spring and summer months, and will consequently almost exclusively enjoy those markets, and obtain the still higher prices which such an advantage must contribute; fourthly, that having the command of the waters of the river Murray, he not only enjoys the most valuable factor which the water resources of Australia present in the economy of its productive wealth, but one which is even yet very imperfectly appreciated, and which in the years to come will be found of inestimable advantage as compared with other colonial fields of production.

The lands suitable for vineyards and fruit farms are sold at from £21 per acre, including water right and a proportionate share in the irrigation works. If desired, the payment may be extended over five or ten years—by monthly instalments.

Fruit-blocks may be purchased by non-residents and cultivated at a moderate fixed scale of charges by Messrs. Chaffey. The owners are thus able to enter into occupation when the trees are in profitable bearing.

Free libraries, institutes, museums, clubs, &c., are being established, and settlers' associations have been formed for diffusing useful information and generally watching the interests of the settlements.

Further information may be obtained at the London Offices of the Australian Irrigation Colonies (Chaffey Brothers, Limited), 35, Queen Victoria Street, E.C. Mr. J. E. Matthew Vincent is the Chief Commissioner in Europe.

THE USE OF ALCOHOL.

THE public are at the present time being deluged with statements and sketches of the evils that follow from the use of alcohol, and whilst there is great and unquestionable evidence of the enormous evils that spring from its gross abuse, there is among a large section of society a very imperfect knowledge as to the real value of the ordinary and every-day use of alcoholic beverages. At the first rough glance what are the facts that start to the surface? Among the foremost is this—that in every condition of civilisation, and from every known people that have emerged from the lowest form of barbarism, alcohol in one form or the other has been in use among them. What does this imply but a natural instinct seeking and obtaining its natural gratification? It is inconceivable that every variety of the human family could have created this one form of food or stimulant if there had not been in human nature itself some condition in our lives to which it could appeal. This taste runs back for thousands of years: wine was in habitual use among the Jewish race—one of the most temperate and brilliant races in the world—and is constantly referred to in the Old Testament. If wine were the evil which is represented, by what process have they survived in the condition that they are to-day? The remarks made by Sir James Paget bearing on a kindred topic may be cited: “The use of alcohol, and, speaking generally, its habitually moderate use, has been for many centuries the custom of a large majority of civilised nations. We may safely say that there is a natural disposition among adult men to drink; a natural taste for alcoholic drinks, whether for their cheering influence or for any other reason. . . . And the presumption must be that these drinks are beneficially adjusted to some of the conditions of our life . . . The fact of general or nearly universal custom is, in a matter of this kind, very weighty; it gives a strong presumption in favour of the belief that these are beneficially adjusted to natural necessities . . . My study makes me as sure as I would ever venture to be on any such question, that there is not yet any evidence nearly sufficient to make it possible that a moderate habitual use of alcoholic drink is generally, or even to many persons, injurious; and that there are sufficient reasons for

believing that such an habitual use is on the whole and generally beneficial." The opinions thus expressed of a man occupying Sir James Paget's distinguished position cannot fail to have great weight—they are clear, precise, and to the purpose. They, however, do not stand alone. Sir Wm. Gull, in his evidence before the committee of the House of Lords, said, "I do not think that you can start with the idea that there is no use in alcohol, and no good in wine," and quoting from the Greek poets, added, "there is an equal use in wine and fire to the dwellers upon earth." The significance of this context of wine and fire by the Greek poet will be best appreciated when it is remembered that Prometheus was assumed to have stolen fire from heaven, and it was considered the greatest gift of the immortals to man. Dr. Brudenell Carter, a surgeon of signal ability, as well as holding a high literary and scientific position, says: "I do not hesitate to say that the advocates of total abstinence are mistaken." Opinions such as these are strongly held by many of the most eminent physicians of the day, and the medical profession, as a whole, are by a vast majority in favour of moderation. Evidence of this character, supported as it is by a great mass of quiet undemonstrative public opinion, is enough to prove that the hubbub which has been raised against all alcoholic liquors has no legitimate or tenable foundation. It is, however, well to recognise what are the causes that have led to the opinion that alcohol is so objectionable, and what are the legitimate conditions under which alcoholic beverages are believed to be of real value in every-day use. The first point that rises in connection with the evils of intemperance are palpable, unequivocal, and vigorously demonstrative; every case that appears in a police-court, either of crime or brutality, is labelled and docketed in so vast a variety of ways that the individual case blots out the general fact that drunkenness is a small item in connection with the great mass of the population, and is unequivocally on the decrease. The mere fact that temperance societies have so enormously increased proves to demonstration the decrease of the evils of intemperance. It is very usual for the advocates of teetotalism to point to the fact that drink and crime are, as a rule, closely associated, and they draw the inference that it is the drink which leads to crime; it is more than probable that the cause is entirely the other way, and that crime leads to drink in the majority of cases. The criminal seeks solace from his own thought, and finds it in the least objectionable form in alcohol, and when the hour of detection comes alcohol is made to bear the burden of the crime. These are the most telling and

the most freely used instances to charge upon the various forms of alcohol, but the answer above given seems to meet the point. If, however, exceptional cases were admitted, what is to be said of those untold millions of cases where there is no evil but prominent and unequivocal good? If to reap enjoyment from life is one of the most legitimate ends of existence, why should men be debarred from reaping that enjoyment which springs from social gatherings as heightened by a glass of good wine or a glass of good beer? Why should men be debarred? It cannot be urged that the opinions of one set of men must be the conditions that rule all others. Nor can it be urged that men who are temperate drinkers are less capable, less healthy, or less vigorous than total abstainers, and that it is the duty of the State to make men teetotalers whether they will or no. It is, however, quite as well that the conditions which affect wise use of alcoholic beverages should be clearly understood. They are threefold—age, climate, and constitution. In the first place, all medical men are agreed that, with the exception of illness, the less alcohol any individual drinks during the period of rapid growth, the better will it be for him in after life. The reason for this is simple enough. In early life the processes of growth are very rapid, and the direct action of alcohol is to check development, exactly on the lines that dog fanciers are said to give gin to toy terriers to stop their growth. In the next place, it is quite obvious that the climatic conditions must be considered, for a man can drink whisky in the air of the Highlands with a tolerance and advantage that would be absolutely impossible in the close atmosphere of a town. The colder and damper the atmosphere, the greater the advantage of alcohol; the drier, softer, and warmer, the less necessary and advisable. Every man will notice with how much greater zest he can drink a glass of port wine with his walnuts than he could drink it with his strawberries. Our sensations dictate the changes that are necessary, and thus we have claret cup in summer and whicky toddy in winter. There is a third influence which cannot be overlooked, and that is constitutional peculiarities. There are some to whom wine, or stimulant of any kind, is a great curse, as there are men who are the victims of hay fever, and those who are sufferers under every change of temperature. The ordinary rules of life do not apply to exceptional cases. In all such special incidents men must put the responsibility upon their own idiosyncrasy, and it would be as absurd to charge alcohol with the evils that spring from their own constitutional peculiarity, as it would be to blame the perfume of the rose because it injuriously affects certain nervous temperaments, whilst to all

the rest of mankind the perfume affords enjoyment. The great mass of the world find and have found benefit from the use of alcohol : why should they be debarred because there are other men who are outside the average conditions of life?

The entire absurdity of the reasoning which is urged against the use of alcohol in any form and in any quantity is best shown by the one rough fact that alcohol enters in a greater or lesser degree into the simplest forms of food, and the simplest of made drinks. There is alcohol in the bread we eat, as there is alcohol in the ginger beer we drink. The quantity is small, but the principle is the same. As a valuable guide to the whole question, we subjoin a table which will speak for itself.

ALCOHOL.

Bread	a trace
Ginger-beer	2 per cent.
Porter	4 "
Pale Ale	6 "
Strong Ale and Claret	8 "
Champagne and Burgundy	10 "
Port and Sherry	16 "
Gin	30 "
Brandy, Rum, and Whisky	45 "

I have travelled a great deal throughout the world. I have travelled in Italy and Switzerland, and I can conscientiously say I have never looked upon more beautiful scenery than I have done during my extensive tour in the South-west of Ireland."—EARL OF ZETLAND, Lord Lieutenant of Ireland.

THE GREAT SOUTHERN AND WESTERN RAILWAY OF IRELAND.

THE Great Southern and Western Railway with its connexions is the largest railway system in Ireland and the first in importance ; covering as it does almost the whole of the South of Ireland, connecting the metropolis with the Cities of Cork, Limerick, Waterford, and Kilkenny, the principal trade of the South passes over its lines, while it embraces most of the picturesque scenery for which this district is so justly famous.

The Main Line runs from Dublin through Cork to Queenstown, and forms, in connection with the Transatlantic Steamship Companies, the mail route between the European Continent and Great Britain, and America, Canada, Australia, New Zealand, and Japan. The saving of time effected by adopting the Queenstown and Holyhead route, and the advantage afforded to passengers to and from America of seeing the world-famed Lakes of Killarney and the many other beautiful places in Ireland, are being increasingly appreciated year by year ; and, on the part of the Company, no effort has been spared to make the route a comfortable and popular one. New saloon tenders of a superior class carry passengers, mails, and baggage between the Queenstown Railway Station, which is conveniently situated on the quay, and the ocean steamers. Saloon carriages are run on the mail trains, and baggage can be checked through on the American system if the owner wishes to rid himself of the bulk of his *impedimenta*.

As a tourist route the Great Southern and Western stands unrivalled, the scenery of the South-west of Ireland being unsurpassed by that of any other part of the British Isles.

At KILLARNEY there are hotels to suit all classes, the GREAT SOUTHERN HOTEL being equal for comfort and cuisine to any in the Kingdom, while it has the further advantage of being most central and convenient for visiting the various places of interest.

The tourist to Killarney and the South of Ireland should arrange his tour so as to pass through the metropolis of Ireland, travelling by either the London and North Western Railway to Holyhead, and thence by the steamers of the London and Northern Western Railway Company to North Wall, or by the well-known mail steamships of the City of Dublin Steam Packet Company *viâ* Kingstown.

DUBLIN.

DUBLIN, the metropolis of Ireland, is situated on the shores of Dublin Bay, and is divided into two parts by the River Liffey. The streets are generally broad and well laid out, and for its size there is no city in the kingdom which can vie with it for the number and magnificence of its public buildings.

The Custom House, which is built on the north quays, is the first building which will attract the attention of persons landing from the steamers. It was built shortly before the Union at a cost of nearly half a million. Sackville-street, a little further on, is one of the principal thoroughfares in the city. In it are the General Post Office; Nelson's pillar, a column 130 feet in height, from the top of which a fine view can be obtained; and statues of Daniel O'Connell and Sir John Gray.



Sackville Street.

The Bank of Ireland, or the Old House of Parliament in College Green, possibly ranks first among the public buildings for the classic beauty of its outlines and its historical associations. At the beginning of the present century, after the passing of the Act of Union, it was no longer required for its original purpose, and was bought by the Bank of Ireland. Visitors are still shown the House of Lords, which is said to be almost in the same state as when last used by the Irish Peers.

Opposite the Bank is the celebrated Trinity College, a splendid pile of buildings, standing on the site of the ancient monastery of All Hallows, which was made over in Henry VIII.'s reign to the citizens of Dublin. The Examination Hall, Museum, and Library, which latter can boast the possession of some priceless manuscripts, should be visited. At either side of the entrance gate are statues of Edmund Burke and Goldsmith, and facing the college is a noble statue of Grattan.

Dublin Castle, the seat of the Government in Ireland, will be visited, more on account of its historical and political interest than for its architectural beauty. This building dates from 1220, and has been the official residence of the Lords-Lieutenant since the days of Queen Elizabeth.

St. Patrick's Cathedral, not far from the castle, was erected early in the twelfth century by Archbishop Comyn. It has had a chequered career, having been several times burnt. It has been used as a Parliament House, and was desecrated by Oliver Cromwell, who used it as a cavalry barrack. The cathedral was restored some years ago by Sir Benjamin Lee Guinness at a cost of £160,000.

Christ Church, the other Protestant cathedral, was founded in 1038 by Sitric Mac Amlave, King of Dublin. In 1562 a portion of it fell, but the



Bank of Ireland, or Old Parliament House.

building has recently been restored at a cost of a quarter of a million sterling, the funds being found by Mr. Roe, a Dublin distiller.

The Science and Art Museum and National Library of Ireland, in Kildare Street, completed in 1890, are very handsome buildings. The Museum is exceptionally well arranged, and the valuable collection of antiquities of the Royal Irish Academy has recently been added; the Library contains 100,000 volumes. The other public buildings and places which should be visited are the National Gallery, containing a fine collection of paintings and sculpture; the Four Courts; the Botanic Gardens; the Cemetery at Glasnevin; Guinness's Brewery; and the Phoenix Park, seven miles in circumference, containing the Zoological Gardens and People's Gardens.

KINGSBRIDGE TERMINUS.

THE point of departure from Dublin to the south, and the chief offices of the Company, are situated at the western end of the city, close to the King's Bridge (built to commemorate the visit of George IV.), and near the breweries and distilleries which form so important a factor in the commerce of Dublin. The railway also extends from Kingsbridge round the northern part of the city to the railway and steam packet depôts of the London and North Western Railway. At North Wall, the Irish terminus of the short sea passage from Holyhead, passengers will also find through train accommodation to the south of Ireland.

Starting from Kingsbridge, we pass on the left the Royal Hospital, built on the site of a priory founded by Strongbow in 1174, and established in 1675, as a home for disabled soldiers. A little farther on, at Inchicore, are the locomotive works of the Company, where the engines and carriages for the line are manufactured.

Clondalkin is the first station. This pretty village affords the tourist his first view of an Irish Round Tower. It is 86 feet high, and is surmounted by a conical top. It can be ascended from the inside by a series of ladders. Sir John Forbes, speaking of these towers, says that it is certain that they have existed for more than 1,000 years, and may be twice or thrice as old. "No one," he remarks, "who sees their beautiful lofty and slender shafts shooting up into the sky, and dominating in solitary grandeur the surrounding landscape, but must be struck with admiration and curiosity of the liveliest kind." The origin and object of their erection remain as secrets, and add to the mysterious interest which they create.

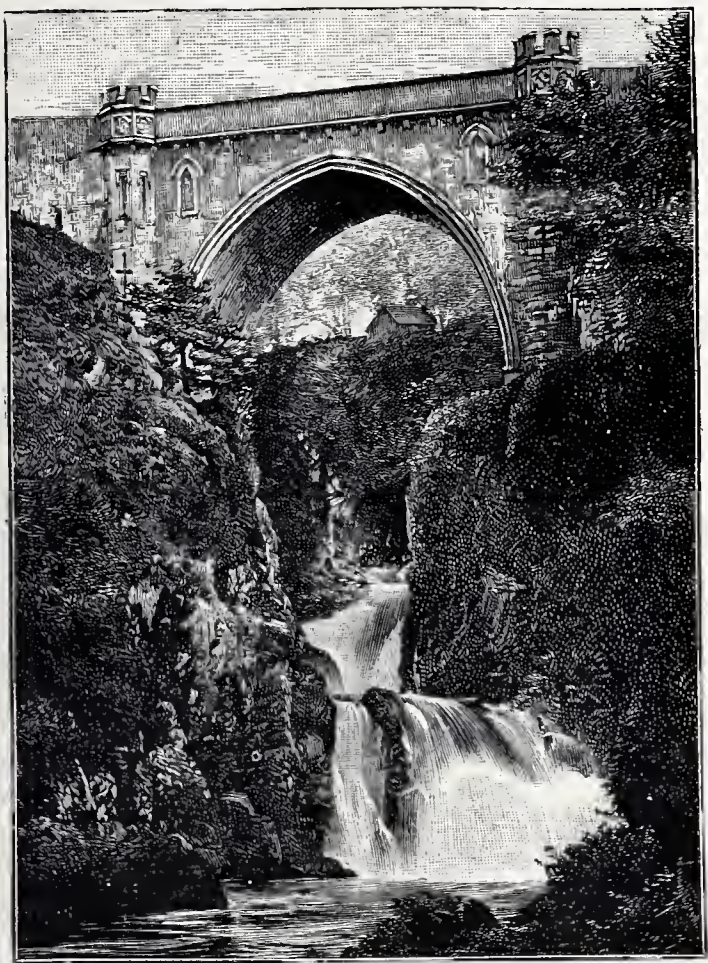
Eleven miles from Dublin we enter the county Kildare. The beautiful ranges of the Dublin mountains continue conspicuous on our left; and, all the way to Kildare, form a charming background to the landscape. After passing two or three small stations, we reach Sallins, the junction for the Falls of the Liffey at

POULAPHOUCA.

HARRISTOWN, the second station on the branch, is about two or three miles from the falls, which annually attract a large number of visitors. The road to Poulaphouca winds through the picturesquely situated village of Ballymore Eustace, standing on a high bank at a bend in the river. For a short distance above the falls the Liffey runs through a rocky gorge, one side of which is thickly wooded, and, becoming deeper as its limits are more confined, it surges over the chasm, and, bounding from a ledge many feet below, breaks into spray on the lower level. The road runs immediately over the falls, which are spanned by a bridge in the form of a Gothic arch, with embattled turrets on either side. From the entrance gate there is a pathway which leads to the river below the falls; seen from there the view is very impressive. A tea-house has been erected in the grounds for the convenience of visitors.

Newbridge, the station for the CURRAGH OF KILDARE, which is a beautiful undulating down about six miles long by two broad, and contains 5,000 acres of lawn-like pasture-land dotted with furze bushes. It is

now the property of the Crown, and is used as a great military encampment. It also forms the finest racecourse in the Kingdom, and is the headquarters of the principal training stables in Ireland.



Poulaphouca.

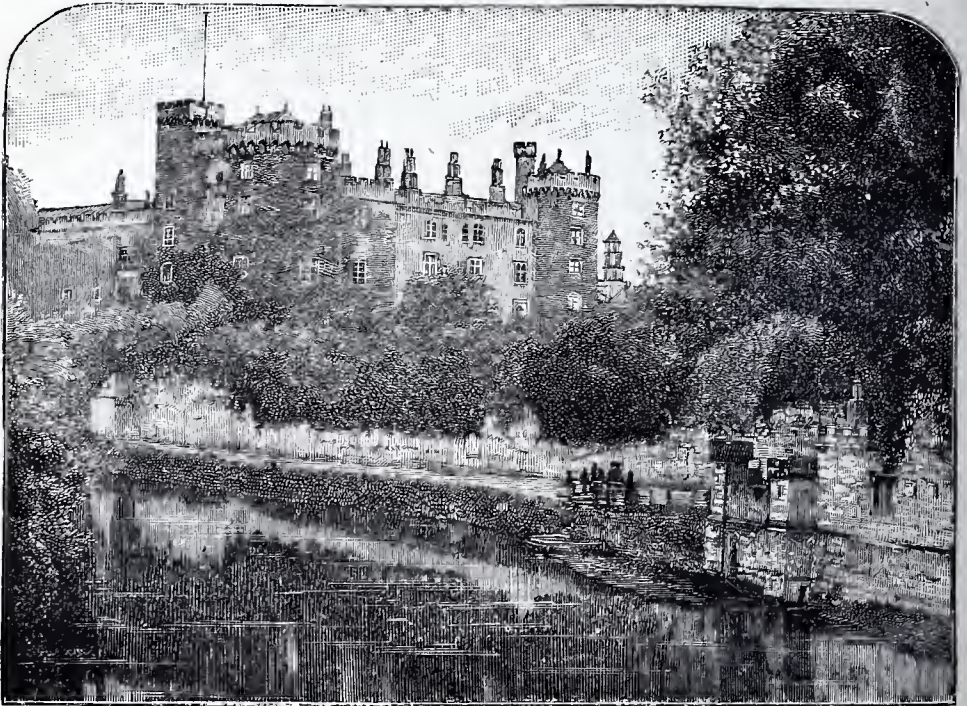
Kildare, thirty miles from Dublin, is an important railway junction, the line to Kilkenny and Waterford here bearing away to the south. The town of Kildare is not important, but many antiquarian associations gather around its round tower, and its Abbey Church, now partially restored. Here it was that the famous St. Brigid, the daughter of an Irish Chieftain, established a convent in A.D. 484, and in commemoration of her vow of celibacy preserved the old pagan custom of maintaining a sacred fire—"the bright lamp that shone in Kildare's holy fane." This fire continued burning without intermission until the thirteenth century when it was extinguished by the then Archbishop of Dublin. It was relighted almost immediately afterwards and maintained until the Reformation. The remains of the "Fire House" are still to be seen in the cathedral churchyard.

The Round Tower, 110 feet in height, is one of the loftiest in Ireland, but its appearance is greatly marred by an unmeaning Gothic battlement which has been substituted for its original conical cap.

KILKENNY.

KILKENNY takes its name from St. Cainnech, an abbot in whose honour the Cathedral of St. Canice was founded. The history of the city may be said to commence with the erection of a fortress, on the site of the present castle, by Strongbow. Shortly after its erection it was destroyed by the King of Thomond, but was rebuilt for William de Marechale, Earl of Pembroke, from whom it passed to the Earl of Gloucester, and, finally, to the Earl of Ormonde, whose descendants still retain possession of it. Built on an eminence overlooking the river, its ivy-clad towers and walls, and the well-timbered grounds surrounding it, form one of the finest sights of the city.

The Cathedral of St. Canice, on an eminence at the northern end of the town, is perhaps the most beautiful specimen of Gothic architecture to be found in the Kingdom. It is cruciform in shape, as are most of the other churches erected in the twelfth and thirteenth centuries



Kilkenny Castle.

and is surmounted by a square tower, rather too low in proportion to the rest of the structure. In the wars of the seventeenth century it was greatly injured, and was fast going to decay when Bishop Pococke, in 1756, undertook the restoration of it, and saved these most interesting ecclesiastical remains from utter ruin.

The Black Abbey (the Roman Catholic Church) is of very ancient date, and has remarkably beautiful windows.

The Priory of St. John's, now the Parish Church, was founded in 1220, and was termed at one time the "Lantern of Ireland," on account of the number of its windows and the graceful and elegant character of the building.

The Franciscan Monastery: the room in which the famous Confederation of Kilkenny in 1642 was held, with the speaker's chair and table, are also worth a visit; and, if time permits, the remarkable CAVE OF DUNMORE, $3\frac{1}{2}$ miles from the city, should not be omitted.

ATHLONE.

ATHLONE is divided into two parts by the Shannon, which here separates the provinces of Leinster and Connaught. Its fame is mainly derived from the memorable battles that have taken place beneath its walls, and the sieges it has undergone.

The Castle, still in good repair, was erected in the reign of King John, the additions and improvements made under later sovereigns rendering it one of the chief strongholds of the English in this country. During the war of the Revolution the town declared for King James, and was besieged for ten days by General Ginkle with the main body of William's army, and taken with a loss of 12,000 men to the besieged.

Both for the angler and tourist Athlone is a capital headquarters, as there is abundance of fish in the river and in Lough Ree, while within a few miles there are many delightful places to be visited. The islands of Lough Ree are full of interest to the antiquarian.

About eight miles down the Shannon are the celebrated ecclesiastical ruins of CLONMACNOISE, once the centre of early Christian culture. The Abbey was founded in the sixth century by St. Kieran, and, by the generous gifts of patrons and other means, its property became so great that almost the half of Ireland was said to be in the bounds of Clonmacnoise. The place grew to be a city, but its history from the advent of the Danes is one of spoliation and destruction, and nothing now remains of its greatness but the ruins of churches and the tombs of the kings who were buried there. The principal ruins are the Cathedral, the Nuns' Church, the Church of Temple Finian, and the Round Towers; but their outlines, their elegant doorways, and the beautifully carved stone crosses give evidence of its former splendour.

The village of Auburn, or Lishoy, the "DESERTED VILLAGE" OF GOLDSMITH, in which his infancy and childhood were passed, is within an hour's drive from Athlone, and stands on the summit of a hill.

"Sweet Auburn, loveliest village of the plain,
Where health and plenty cheer the labouring swain;
Where smiling Spring its earliest visits paid,
And parting Summer's lingering bloom delay'd."

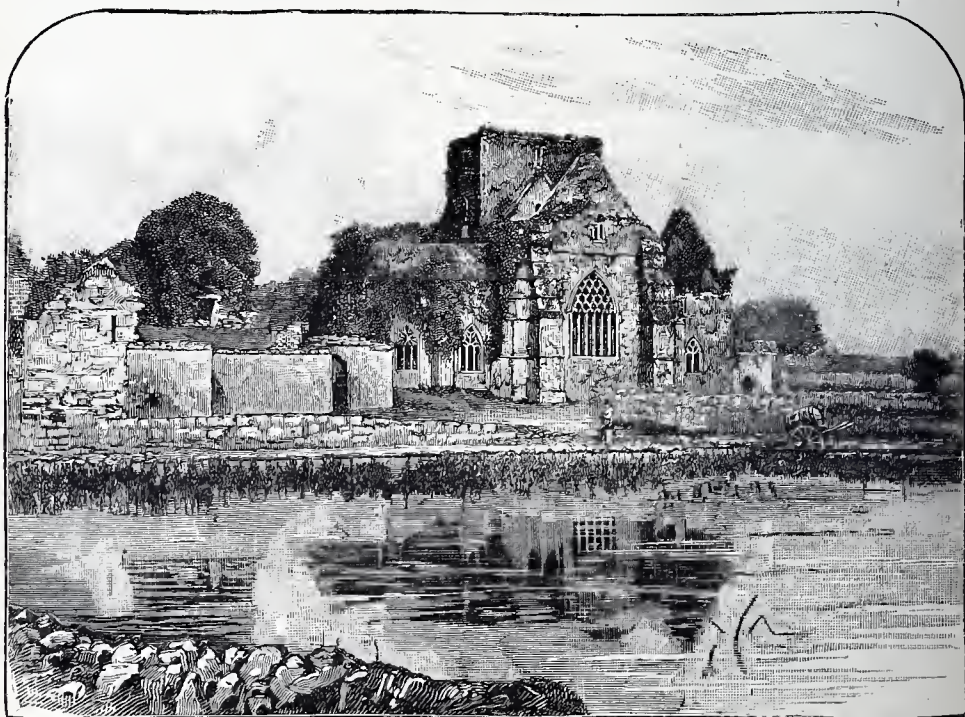
The "decent church that tops the neighbouring hill," the "busy mill," and several of the landmarks alluded to in the poem still remain. The "hawthorn tree" has long since been removed piecemeal by memento hunting tourists.

Resuming our journey southwards to Portarlington, from which place the line branches off to Athlone, the interesting and picturesque rock of Dunamase soon appears on our right, a solitary and perpendicular mass of limestone, accessible only on one side, and rising from the plain to a considerable altitude. This rock, now crowned by the ruins of a castle, once the stronghold of the O'Mores, was the *locale* of many turbulent and bloody deeds during the Wars of the Pale. At Ballybrophy the line branches to Parsonstown, Nenagh, Killaloe, and Castle Connell—the two latter places famed for their interesting scenery—forming a second route to Limerick. At Templemore, where the line enters Tipperary, objects of interest are

numerous. The Devil's Bit Mountains on the north have an evil reputation, in consequence of the gap in the summit of the highest of the range. The legend of the country is that the devil being out amusing himself with his imps, and being in a hungry mood, bit a mouthful out of the ridge, but finding it unpalatable, and not easy of mastication, he dropped it on the plain, where it now forms the celebrated Rock of Cashel.

THURLES,

an agricultural town, and the seat of a Roman Catholic archbishop, contains a handsome cathedral. Three miles from it are the ruins of the ABBEY OF HOLY CROSS. In the year 1110, Pope Pascal II. sent to Murtagh, King of all Ireland, the priceless gift of a piece of the true Cross. Some seventy years later, the King of Limerick founded this Abbey for



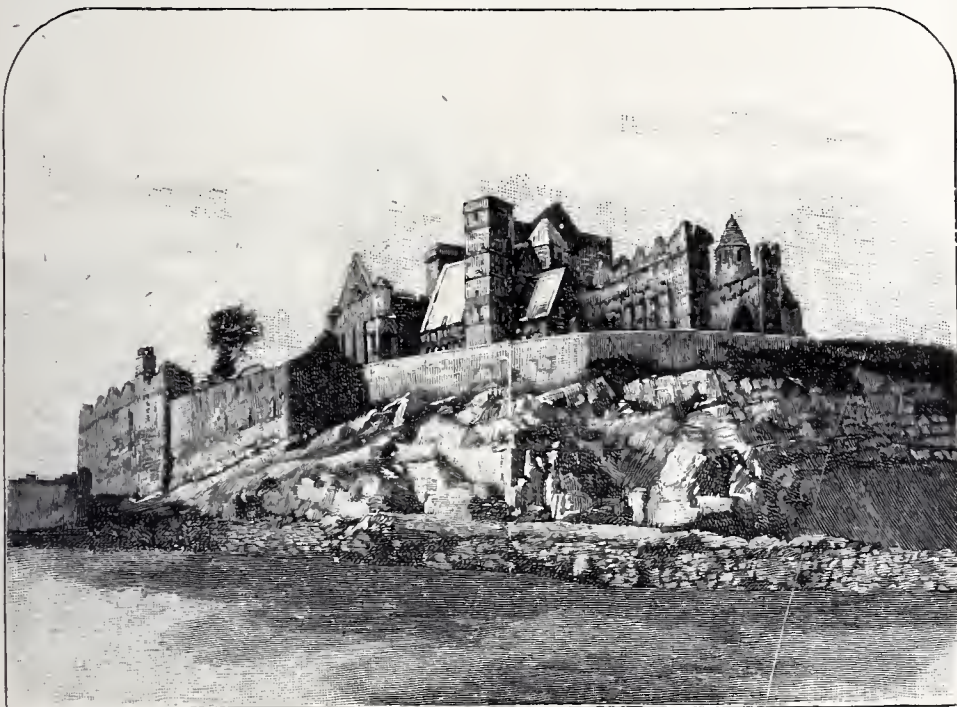
Holy Cross Abbey.

the purpose of preserving the sacred relic, and, for centuries after, multitudes of people of high and low degree made pilgrimages to the shrine, which was held in great veneration.

The structure is built, as was customary, in the form of a cross, with a tower at the point of intersection, but it differs from other similar edifices in having in both transepts "two distinct chapels, beautifully groined—which imparts interest and picturesqueness to the general effect. Between two of these chapels and the south transept there is a double row of three pointed arches, supported by twisted pillars, each distant about two feet from the other, and having a similar pointed arch in front. In addition to this, there is another very unusual feature, namely, that the choir arch is not placed as usual beneath the tower, but thirty feet in advance of it, thus making the choir of greater length than the nave."

ROCK OF CASHEL.

ABOUT ten miles from Thurles we reach the station called Goold's Cross and Cashel. The town was formerly the residence of the Kings of Munster ; its chief interest now is its proximity to what are said to be the most remarkable combination of ruins in Ireland. Numerous as are the ecclesiastical remains in the Sister Isle, they sink into insignificance compared with those of "royal and saintly Cashel." Here a huge mass of limestone rock, isolated and precipitous, and covered with a beautiful pile of sacred edifices, stands in the midst of the "Golden Vale" ; while all around stretches the richly cultivated country—a scene that has attracted the veneration and wonder of ages of the past, and will continue to kindle like emotions for ages to come. The ruins crown the entire



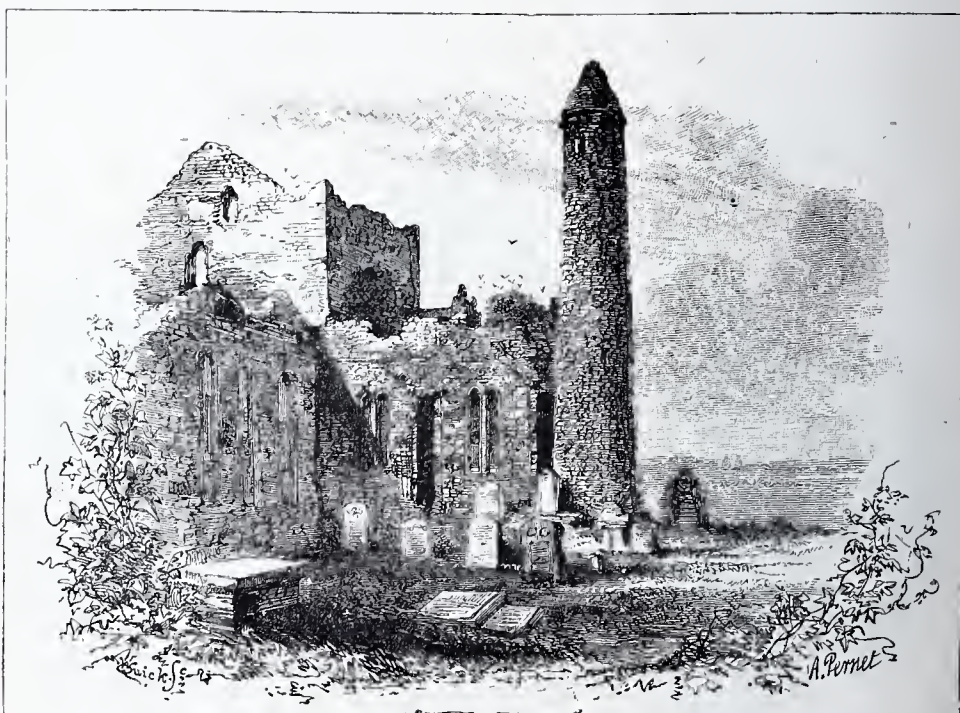
Rock of Cashel.

summit of the hill. Roofless, windowless, and shattered, they still retain their original proportions ; and though the courts are lone, and the aisles are voiceless, of cathedral, chapel, and palace, "the rock-throned battlements and towers" defy the further attacks of Decay's effacing fingers.

The most ancient of the ruins are the Chapel and the Round Tower. The Chapel is built of hewn stone. The doorway, adorned with zigzag and bead ornaments, is Saxon. The ceiling is of stone, groined, with square ribs, springing from stunted Saxon pillars and with enriched capitals. The Cathedral, built in the Pointed style, is of later date, and is about 200 feet long. These buildings are all of limestone. The Round Tower, ninety feet high, is of sandstone. Doubtless the tower stood here for ages before the Rock of Cashel was made "the abode of St. Mary's monks, or the fortress of the Kings of Munster." The castle was a great feudal stronghold and the city was at one time surrounded by a wall.

Passing Dundrum station, 100 miles from Dublin, near which, on either side of the line, stretches the Dundrum demesne of 2,400 acres, with its extensive deer park and handsome Grecian mansion, we arrive at Limerick Junction, where refreshments may be obtained. Here lines diverge to Limerick on the one hand, and to Waterford on the other. The fine range of the Galtee Mountains, including some of the loftiest in the south of Ireland, now comes into view. The long hill of Slieve-na-Muck, more than 1,200 feet high, stands in front. Knocklong station comes next, near which interesting ancient remains have been found. Knocklong Hill, which rises in the midst of a fertile country, affords an extensive view.

We now reach Kilmallock. It is supposed to have derived its name from Saint Molach, or Saint Mocholmog, who founded an abbey here in



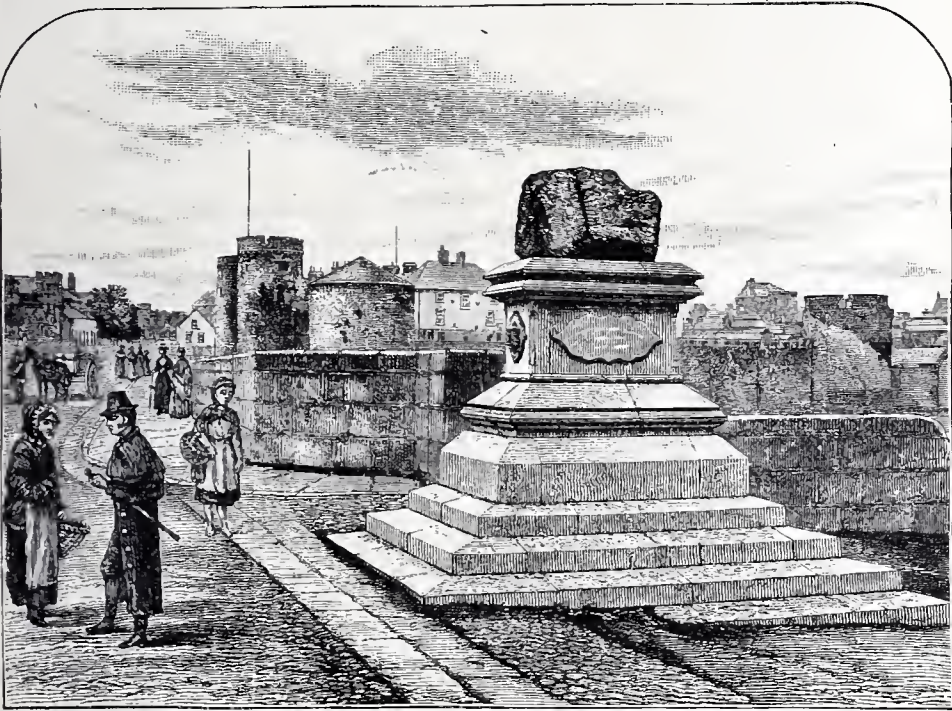
Round Tower, Rock of Cashel.

the seventh century. At one time the town possessed a charter, and was surrounded by a wall of great strength fortified by mounds of earth and having four gateways of lofty and imposing character. A few houses dating from the times of James or Elizabeth remain. On the banks of a little river that passes Kilmallock on the north and west sides stand the ruins of a Dominican priory, one of the finest in Munster. The whole history of this town is intimately associated with the fortunes of the Desmond family, who at one time held more land and possessed more influence in this country side than any house beside. "They have been the subject of many a tale, from the wonderful address and courage, the hair-breadth escapes, and the romantic career of many of its members." We next pass Charleville, whence a line runs north to Limerick, forming a direct route from Cork, and Killarney.

LIMERICK.

THE authentic history of Limerick commences with its capture by the Danes in 812, who made it one of their principal strongholds, surrounding it with walls and towers to protect it from the incursions of the Irish. Unable to maintain their independence, they paid tribute to the Irish Kings, one of whom actually took possession of and resided in it, though he in turn was ousted by Henry II. Within the twelfth century the city changed hands three times, being taken and retaken by the Irish; finally William De Burgo, in the reign of King John, founded a settlement, which victoriously resisted all efforts to dislodge it, and built the Castle known as King John's Castle, which still rises a dark mass on the mighty Shannon.

In 1690, the city was besieged by William III., who assaulted the place after effecting a breach in the walls, but was repulsed, and retreated with great loss. In the following year the siege was renewed, and,



The Treaty Stone.

after resisting six weeks, terms of capitulation were agreed on, securing to the garrison the right to march out with the honours of war, and also that Roman Catholics should not be subject to any disabilities or disturbance on account of their religion. The treaty was signed on the stone which is now erected on a pedestal on Thomond bridge. William broke faith with his opponents after ratifying the agreement, and totally disregarded the latter undertaking, hence Limerick being called the City of the Violated Treaty.

Limerick has considerable trade. It has long been the headquarters of the lace manufacture in Ireland, and its bacon-curing establishments are known throughout the Kingdom.

Passenger steamers ply down the Shannon to Kilrush for the pretty watering place of Kilkee, and the magnificent coast scenery of co. Clare, which surpasses that of the Antrim coast. In the other direction there

are numerous picturesque scenes to delight the visitor, amongst which are the Falls of Doonas, Castleconnel, O'Brien's Bridge, Killaloe, Holy Island, &c.

MALLOW TO KILLARNEY.

ARRIVED at Mallow, tourists have now the choice of two routes to Killarney. Firstly, to Killarney by rail direct; secondly, going on to Cork, and thence by Cork, Bandon and South Coast Railway to Bantry, and by four-horse coach along the shores of the Atlantic, to Glengarriff, then over the mountains of Kerry to Killarney; or by the river Blackwater to Youghal, returning to Cork by train, and thence to Killarney, either *viâ* Mallow, or by the Cork and Bandon and South Coast Railway, Glengarriff, &c. Taking the first-mentioned route, and passing Lombardstown, Kanturk, Millstreet, and Headford, through a country of little interest in comparison to what we have already traversed, we begin to obtain glimpses of the enchanting and ever varying scenery environing the lakes, the purple heather of the distant mountains assuming different tints according as they are revealed under the bright glow or occasional gleams of sunshine, or the shadows of the passing clouds. About two miles beyond Millstreet, the Paps, two mountains of singular conformation, are in view. Further on, Torc, Mangerton, and the Reeks, one by one become distinctly visible. We have now arrived at Killarney, and need only to cross the platform to be ushered into the GREAT SOUTHERN HOTEL.

Should the tourist prefer the circular route, by way of Cork, he will have an opportunity of passing through some of the most wildly romantic and picturesque scenery in Ireland, and of admiring the magnificent land-locked bays of Bantry and Kenmare which farther on we will endeavour to describe.

From Cork to Bandon is twenty miles. Spenser speaks of "the pleasant Bandon, crown'd by many a wood," but the woods have fallen before the axe. The railway follows the course of the river Bandon, and, passing through pleasant scenery, reaches Bantry, where the well-appointed coaches running in connection with the Railway are in readiness for the journey along the shores of Bantry Bay to Glengarriff.

"I challenge the British Empire," says Mr. Otway, "to show such a harbour as Bantry Bay, or such fine land or sea scenery. Up and down on that placid water were studded isles and islets—one crested with an ancient castle, another crowned with a modern battery; here a martello tower, and there the ruins of a fishing-place; and, to finish the setting of this rich jewel, the trees, woods, hills, and fine mansion-house of Lord Bantry, his green and highly-dressed lawn sweeping down in easy undulation to the very water's edge, whilst a large West Indiaman rode safely in all the quiet repose of the secure and land-locked anchorage." "Were such a bay lying upon English shores," writes Thackeray, "it would be a world's wonder; perhaps if it were on the Mediterranean, or the Baltic, English travellers would flock to it in hundreds."

The Bay of Bantry is memorable in history as having on two occasions been entered by French fleets for the purpose of invading Ireland.

GLENGARRIFF.

ON the north-west shores of Bantry Bay, sheltered to the north and east and west by mountains, is the land-locked estuary of Glengarriff Bay.

Many pens and pencils have sought to do justice to Glengarriff and its beauties. "This spot," remarks Prince Muskau, "is as if invented for a romance. All that the most secluded solitude, the richest vegetation, the freshest and greenest meadows, surrounded by rocks and mountains; valleys, on whose side are precipitous walls of rock, sometimes a thousand feet high, thickly-wooded glens, a rapid torrent dashing over masses of rock, and over-arched by picturesque bridges of trunks and arms of trees; groves amid which the sunbeams play, and the cool waters refresh a thousand wild flowers."

"Language utterly fails," declares Mr. S. C. Hall, "to convey even a limited idea of the exceeding beauty of Glengarriff, which merits, to the



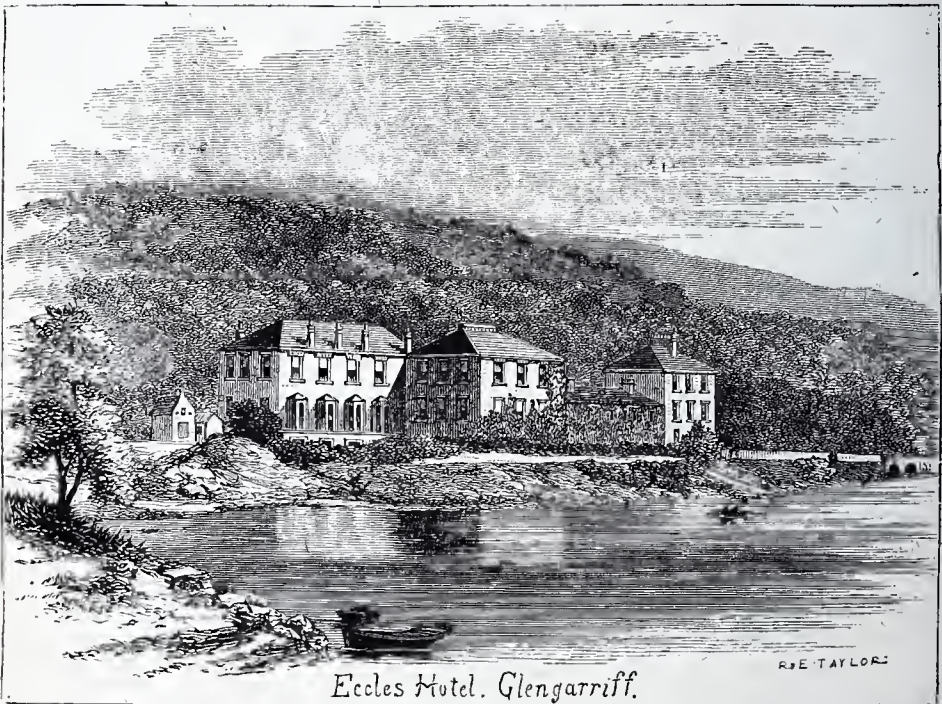
Bantry Bay

full, the enthusiastic praise that has been lavished upon it by every traveller by whom it has been visited. It is a deep Alpine valley, enclosed by precipitous hills, about three miles in length, and seldom exceeding a quarter of a mile in breadth. Black and savage rocks embosom, as it were, a scene of surpassing loveliness, endowed by nature with the richest gifts of wood and water; for the trees are graceful in form, luxuriant in foliage, and varied in character, and the rippling stream, the strong river, and the foaming cataract are supplied from a thousand rills collected in the mountains. Beyond all, is the magnificent bay, with its numerous islands, by one of which it is so guarded and sheltered as to receive the aspect of a serene lake. The artist cannot do it justice; and the pen must be laid aside in despair!"

In the glen itself the sternest grandeur is softened by the tenderest loveliness. "Mountains are rent and rifted as if some recent convulsion of

nature had shaken and torn them, upheaving their great strata and serrating their wild summits, whilst their bases repose in meadows of the softest verdure or woods of the strictest green; the hoarse scream of the eagle rises aloft among the fierce storm-clouds; down below the evening linnet sings responsive to the charming rill. Peaks rise above peaks lofty and bald, merging their frowning rocks in the shifting Atlantic mists; beneath are smiling valleys, gemmed with myriads of ruby and golden and pearly flowers that sparkle like stars among arcades of perennial verdure."

"The south-western part of Kerry," writes Lord Macaulay, "is well known as the most beautiful tract in the British Isles. The mountains, the glens, the capes stretching far into the Atlantic, the crags on which the eagles build, the rivulets, brawling down the rocky passes, the lakes, overhung by groves, in which the wild deer find coverts, attract every summer crowds of wanderers, sated with the business and the pleasures of great cities."



Eccles Hotel. Glengarriff.

"I have travelled a great deal throughout the world," says the Earl of Zeeland. "I have travelled through Italy and Switzerland, and I can conscientiously say I have never in the course of my travels looked upon more beautiful scenery than I have done during my extensive tour throughout the south-west of Ireland."

"The myrtle loves the soil; the arbutus thrives better than even on the sunny shores of Calabria; the turf is of livelier hue than elsewhere; the hills glow with a richer purple; the varnish of the holly and ivy is more glossy, and berries of a brighter red peep through foliage of a brighter green."

The climate of Glengarriff is most favourable for vegetation. So mild is it that not only azaleas and rhododendrons and all sorts of evergreens stand abroad through the winter, but in a favourable aspect even camellias, dates, pomegranates, magnolias, lyriodendrons attain their fullest beauty. Sir David Wilkie called it the finest portion of the British Islands.

The only "antiquity" in the immediate neighbourhood of Glengarriff is a bridge, now in picturesque ruin, called "Cromwell's Bridge," though only tradition can tell us anything of its origin. According to this somewhat unvarnished authority, Oliver was once passing through the glen to visit the O'Sullivans, and found some difficulty in crossing the narrow but rushing river; whereupon he told the inhabitants that if before he returned they had not built a bridge, he would hang up a man for every quarter of an hour he was detained. "So," said Mr. S. C. Hall's informant, "the bridge was ready again he came back, for they knew the old villain to be a man of his word."

Leaving Glengarriff, the road to Kenmare, constructed by the celebrated Scotch engineer, Nimmo, ascends the steep slope of the Cahah mountains. Here we enjoy views of great beauty, sometimes bordering on precipices of frightful depth, overlooking glens and valleys that spread far as the



Cromwell's Bridge.

eye can reach, and that fade into grey indistinctness. And "we have the distant mountains, looming blue and shadowy, and we catch glimpses of the glancing sea. We cross streams that dash down the rocks in sheets of foam, and valleys looking wildly desolate" because of great stones that strew them. On the summit of the ridge we pass through a tunnel in the rock 600 feet long, and then through two others. We are now in the county, or, as it was anciently called, "the Kingdom of Kerry." As the tourist emerges from the darkness of the tunnel a scene opens before him of singular beauty, and of a character widely different from that he has left behind. "Nothing," says Mr. S. C. Hall, "can exceed the wild grandeur of the prospect; it extends miles upon miles; scattered through the vales and among the hill slopes are many cottages, white always, and generally slated, while to several of them are attached the picturesque lime-kilns, so numerous in all parts of the country."

"The twenty miles we have come from Glengarriff form," says Lord John Manners, "the grandest road, barring the Alpine Passes, that I know." "The journey from Glengarriff to Kenmare," says W. M. Thackeray, "is one of astonishing beauty; and I have seen Killarney since, and am sure that Glengarriff loses nothing by comparison with this most famous of lakes. Rock, wood and sea stretch around the traveller—a thousand delightful pictures; the landscape is at first wild without being fierce, immense woods and plantations enriching the valleys—beautiful streams to be seen everywhere."

KENMARE TO KILLARNEY.

KENMARE is situate at the head of the bay, and on the river of the same name—the river is crossed by a picturesque suspension bridge.

Here, in 1670, Sir William Petty, the ancestor of the Lansdowne family, obtained a grant of land, planted an English colony, and established a



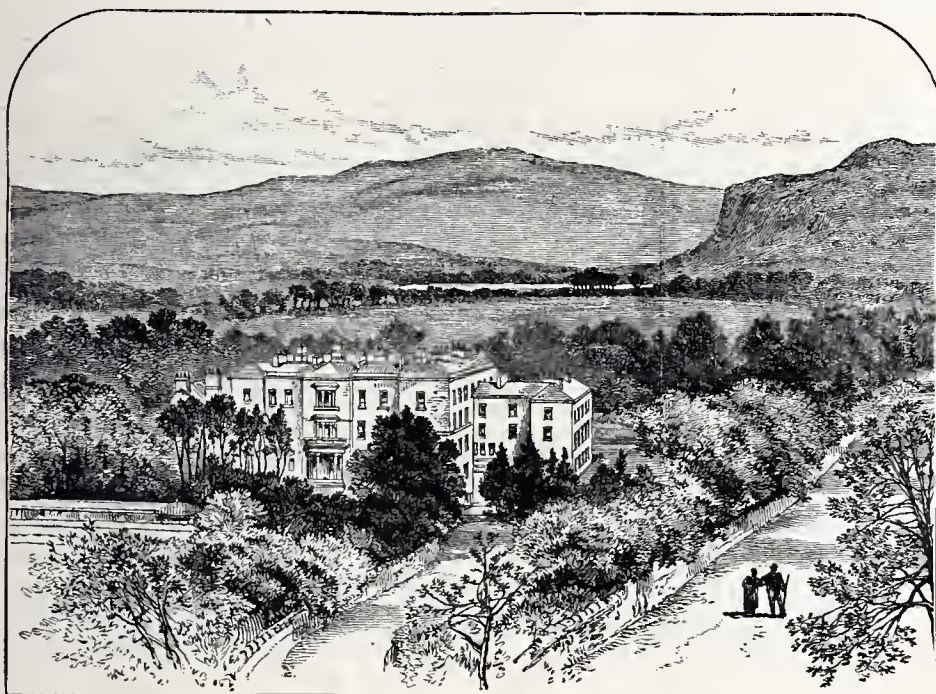
Otter Rock & Brandy Island.

fishery and iron works. The nearest English habitation was a two days' journey distant, across a wild and dangerous region. "The neighbourhood of Kenmare was then richly wooded, and Petty found it a gainful speculation to send ore thither." But the strangers were harassed by the Irish, and were eventually compelled to surrender, and return to England. Subsequently the colony was re-established, and the fishery was resumed; but the forests were before long exhausted, and the production of iron declined.

Leaving Kenmare the road passes through varied but interesting scenery. Soon, says Forbes, we began gradually to ascend the slope forming the base of the range of mountains which separate the district from the still more mountainous region of Killarney. "The road was excellent, and only in a few places very steep, the comparative easiness of ascent being obtained by great engineering skill in directing the tract round the brows and along the hollow and steep flanks of the mountain, often on artificial

terraces quarried from the rock itself. Nothing could exceed the wild picturesqueness of the scenes through which we immediately passed, unless it was their desolate barrenness. The only intimation of civilisation or of the workers of civilisation, presented to us, besides our magnificent road, was the sight, now and then, of a peasant's cottage, half seen by its small patch of white cornland, in the valley below. As features in the landscape, however, these far-down valleys were rich ; and the ever-varying views of the lofty mountains beyond them, with their rugged summits blue in the distance, were most grand."

Half-way between Kenmare and Killarney, as we have ascended a steep near the Mulgrave barracks, we see below, winding about the valley, "the Upper Lake of Killarney, glancing like a sheet of silver, and all the piled fantastic rocks of Coom Dhuv encircling it like genii guarding their treasure."



Great Southern Hotel.

As we approach the lake the road passes just above it, but the thick foliage hides it from our view. We are now opposite the "Eagle's Nest." A mile or so further on we reach a mountain streamlet, "the Leane," said to have given its name to the lake itself.

We now reach "the Lodge" in the demesne of Mr. Herbert, near which is the Torc waterfall, of which hereafter we shall have to speak ; and soon arrive at the pretty village of Cloghereen, with its new church and school. Behind it is a lough, from which a clear stream runs down into the Lower Lake, while on a height above the village is the church of Killaghie, said to be the smallest in Ireland. The entrance gate to Mr. Herbert's demesne is now hard by, and through it the Abbey of Muckross may be visited. The road skirts Castlelough Bay on Lough Leane, then crosses the river Flesk, and soon afterwards we reach Killarney.

KILLARNEY.

THE Lakes of Killarney are three in number—the Upper Lake, two miles and a half long, and half a mile broad ; the Middle, or Torc, or Muckross Lake, two miles long, and one broad ; and the Lower Lake, or Lough Leane, five miles and a half long, and two miles and a half broad. The three, however, are in a sense one, communicating with one another by channels. The passage between the Lower and Middle Lakes is called the Long Range, and it is so narrow that an ordinary bridge could easily span it at any point. The circumference of the lakes is about thirty miles.

Each lake has its characteristics. The Upper Lake is completely enclosed in mountains, and has a wild magnificence of its own ; the Lower Lake is studded with thirty island rocks and islets that are richly clothed with evergreens ; the Middle Lake has much of the beauty of the Lower, and of the grandeur of the Upper.



The Lakes Killarney.

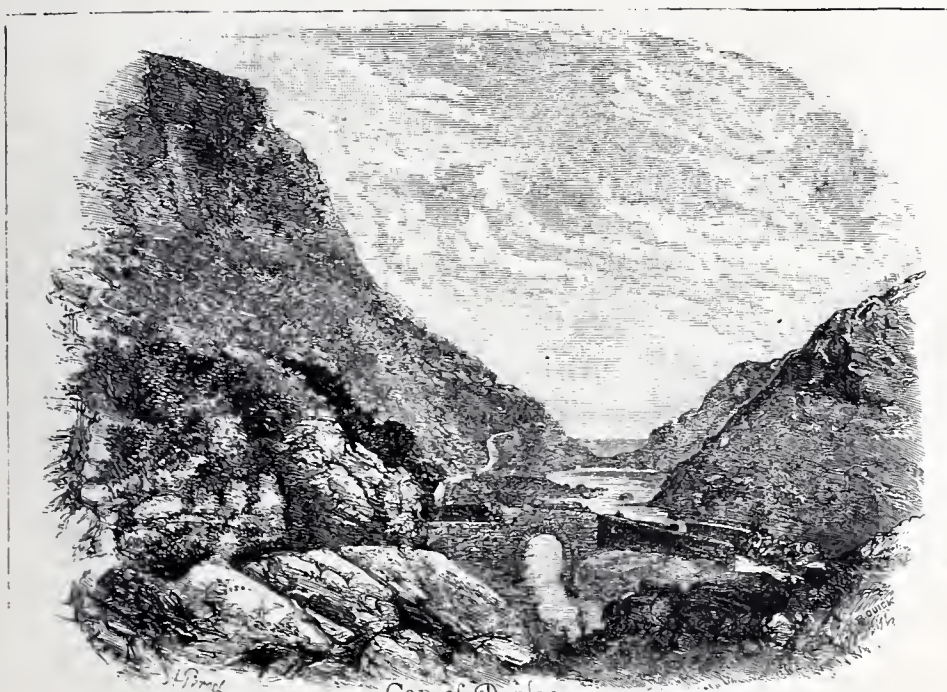
On approaching the lake the visitor is struck by the singularity and variety of the foliage of the woods that clothe the hills. This is caused by the abundant growth of the tree-shrub *arbutus*, which mingles with the forest trees. Nowhere else, except at Glengarriff, does it attain such rich luxuriance, and though its character when alone is not picturesque, yet the bright green of its leaves blends happily with the light and dark drapery of the elm and ash, the holly and yew ; with these trees the *arbutus* is almost always associated. It strikes its roots into the rocks, and clothes their nakedness. It is remarkable that flower and fruit—ripe and unripe—are found at the same time on the same tree. Even in winter the leaves are of a rich glossy green, and are so clustered at the ends of the branches that the waxen, flesh-like flowers, or the rich crimson strawberry-like fruit, seem coated in verdure.

Toys are made of *arbutus* wood, and are sold as characteristic reminis-

cences of Killarney. Visitors are invited to inspect any of the four or five manufactories of these articles in the town.

The finest excursion that can be taken amidst the glories of Killarney is by the Gap of Dunloe, and back through the Lakes. Starting early from Killarney, we make a *détour* of a mile to visit the venerable ruins of the Round Tower, Cathedral, and Castle of Aghadoe. The gateway, though injured by time, is still beautiful. The castle stands on the hillside, within an enclosure fortified by fosse and rampart. A fine view may be obtained from the summit of the tower.

Following the road along the north of the lake, we reach the bridge over the Laune, which flows rapidly beneath ; and then passing through a wild and hilly country, we at length reach the entrance to the Gap of Dunloe.



Gap of Dunloe.

This is a gloomy mountain defile, and it forms a striking contrast to the loveliness we have been contemplating. It separates the Tomies Mountain from the Macgillicuddy Reeks, and runs almost due south for some four miles. The narrow pathway, and the little stream that courses beside it, are overhung by craggy cliffs and projecting rocks that seem every moment to threaten the visitor with destruction. A few shrubs and trees, and some masses of dark ivy and luxuriant heather, have fixed their roots amid the crevices of the rock, perpetuate here their frugal and precarious existence, and lend colour and picturesqueness to the prevailing desolation. The narrow, rapid stream of the Loe winds and roars through this glen ; hence the name of "the Gap of Dunloe." This pass is undoubtedly one of the wildest and grandest defiles in Ireland. So sharply is the cut made through the mountain, that popular legend has attributed its origin to the stroke of a sword by a giant, who thus cleft a passage between the hills.

To add to the sternness of the scene, vast masses of rock that have been detached from the hills, lie on the wayside.

Westward of the Pass rise the range of mountains known as the Macgillicuddy Reeks—named after one of the chiefs of the district, who, through varying fortunes, rebellions and pardons, forfeitures and restorations, held the mountain fastnesses and domains. The highest of the Reeks is Carron Tual, or “the Inverted Sickle,” 3,400 feet above the sea. Seen from below, the Reeks present a grand and almost Alpine appearance, rising in successive cones, the outlines of which are jagged and pointed.

“The Gap of Dunloe,” says Forbes, “preserves very much the same character throughout as to the narrowness of its opening, the abrupt steepness of its lofty boundaries, and the comparative flatness of its base or floor. This last characteristic is explained, of course, by the great depth of the cut into the mountain, and renders the passage through it very



Old Weir Bridge.

easy to both horsemen and pedestrians. To be sure, in the latter part of its course, the road rises very considerably until it attains its highest elevation near the southern extremity of the Gap. In this facility of ascent I think it differs from almost all the passes in the Alps, though it emulates many of these in some of their most attractive features. It particularly reminds one of an Alpine valley, by the vast accumulation of fragments of rock fallen from the cliffs above, which are strewed along its base.”

When the Pass of Dunloe terminates, a new scene of unsurpassed beauty suddenly breaks upon the view. A turning in the narrow pathway brings the traveller just over the Upper Lake, and high above “the Black Valley,” the Coom Dhuv. On the side of a hill is the “Logan Stone,” about twenty-four feet in circumference; and from near it a magnificent view may be obtained, on the one hand of the Upper Lake, and on the other of the Coom Dhuv.

Regaining the road, and proceeding through the demesne named after Lord Brandon, to whom it formerly belonged, we reach the Upper Lake, enter our boat, and look leisurely and restfully around. Bleak and barren the mountains stand in their magnificence.

Circled in with headland and isle, rock and mountain, we seem to be land-locked, and we wonder if there is an exit. There are twelve slands in this lake of 430 acres. The first we skirt is M'Carthy's, clad from base to summit with arbutus; then Eagle Isle, reputed to have been the home of the king of British birds; and soon afterwards we pass Juniper and Arbutus Isles, so called after the woods that cover them. The promontory of "Coleman's Eye," named after some saint, or giant, or visitor, is now upon our left, Stag and Oak Islands on our right; the lake narrows, and we are approaching the strait—or Long Range, as it is called—that



unites the Upper and the Middle Lakes. The men rest upon their oars—the stream carries us swiftly forward through scenes of softened beauty, amid water-lotus, white and yellow, and giant ferns that spring up amid the rocks and on the wooded shores.

"In passing through this Upper Lake," says Forbes, "and along the narrow river-like strait that connects it with the Middle and Lower Lakes, I could no longer doubt that the views now presented to us were at once grander, more picturesque, and more beautiful, than any we had seen or could see from its banks. Beside the charm—great in itself—of floating placidly over the calm surface of the mirrored water, the spectator from this central station can command, at once, the clustering islands of every variety of form and hue, the tree crowned shore of the lake, the encircling slopes green far up with impenetrable wood, and then towering to the sky

abrupt and dark ; while, at every turn of his head, he has still fresh aspects of the picture, and none alike, except in possessing the common charm of a beauty and a grandeur that touch the heart."

Half-way through the Long Range a rugged, precipitous, and pyramidal mountain rock rises to our left nearly a thousand feet above our heads, in the crevices of which, concealed by stunted shrubs, the eagle builds its eyrie. This mountain is celebrated for its echo. The bugler sounds a note. At once a voice responds ; and hill, and glen, and rock take up the cadence, and it seems to rebound from spot to spot as though it were some tangible substance.

At length we reach the "fairy scene," known as the "Meeting of the Waters," where the current divides: the tract to the right enters Torc Lake, that to the left flows behind Dinish Island, and joins the Lower Lake at the Bay of Glena. Before, however, we reach the "Meeting of the Waters," we



R. P. Smith

Landing Place, Dinis.

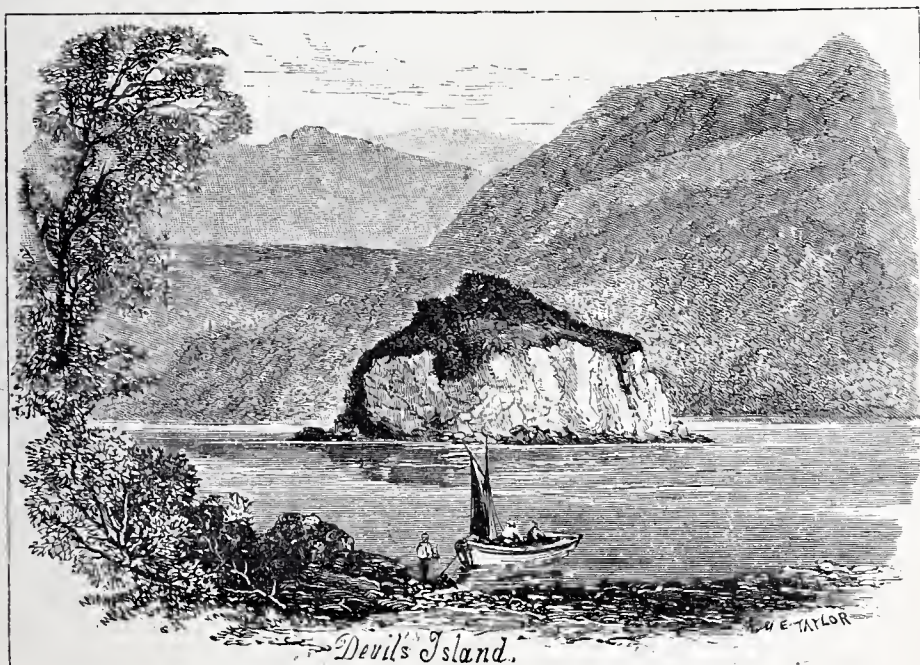
pass under, if we think proper so to do, the Old Weir Bridge. Here beneath two arches the water rushes with much force and swiftness.

Dinish Isle, properly Dine-iske, "the beginning of the waters," is connected with the main land by the Old Weir Bridge. It is well wooded. The tourist will here visit "O'Sullivan's Punch Bowl," and can also stroll along to Brickeen Island, and further forward enter the demesne of Muckcross, and see the little lake of Doo Lough. Dinish Island has an area of about 34 acres. The passage round Dinish Island into the Torc Lake is of peculiar beauty. Scott, it is said, had no word of praise for these lakes and mountains ; he was thinking of Loch Lomond and Loch Awe. But when he was here he exclaimed, "*This* is worth coming to see." Muckcross, or Torc Lake, contains only one principal island—the Devil's Island—though there are others. A cave of some length is called the whisky cellar ; at the end is

O'Donoghue's arm-chair ; his butler is by Jacky Boy's Bay. Here also is O'Donoghue's wine-cellar.

Leaving Torc Lake by the channel that passes behind Dinish Island, we enter the Lower Lake at Glena Bay. It is a charming spot ; upon its rocky and indented shores the finest *arbutus* flourishes ; whilst its southern side, says Carr, " presented a varied covering of the tops of oak, ash, pine, birch-trees, and alder ; white-thorn, yew, and holly, growing wild, and blending their different greens with great luxuriance. Here a neat little cottage peeped upon us from some unexpected openings ; there the smoke, curling above the tree-tops, pointed to its concealment, whilst groups of grazing cattle enlivened the whole."

Glenn Bay has been called the " thrice lovely." Leaving on our left the cottage built by Lady Kenmare, we proceed along the bay under Shehy Mountain, past the ash and oak-covered isles of Darby's Garden, Burn



Island, and Stag Island ; we are now skirting the foot of the Tomies Mountain, which rears its precipitous heights more than 2,400 feet above us. Further onward to our left is O'Sullivan's Cascade. We land in a little bay at the foot of the Tomies, follow a rough pathway through the forest, and at length reach the fall. The cascade, says Wright, " consists of three falls ; the uppermost, passing over a ridge of rocks, falls about twenty feet perpendicularly into a natural basin ; then, making its way between two hanging rocks, the torrent hastens down a second precipice into a second receptacle, from which it rolls over into the lowest chamber of the fall."

Ross Island—more properly a peninsula—is now athwart the eastern side of the lake. It is about a mile in length ; has an area of 150 acres, and is laid out with carriage drives and walks. Groves, shrubberies, lawns,

and flower-beds diversify the scene. At the southern point of the island a rich copper mine was opened in 1804, but the water broke in with overwhelming force, and it had to be abandoned.

Ross Castle stands on the eastern side of the island. It is conspicuous from some parts of the lake, but is generally visited from the land side. Admission may be obtained by applying at the cottage hard by. The summit may be ascended, and from hence a beautiful view may be enjoyed. This castle was built by one of the O'Donoghues. It was the royal residence of the lords of the lakes, who assumed the name of kings. The family of O'Donoghue was the last that bore this title. In 1652 Ross Castle had to be defended by Lord Muskerry against the attacks of General Ludlow, to whom at length it yielded. An old prophecy had declared that Ross Castle would be impregnable until surrounded by ships of war. Ludlow caused boats to be dragged up from Castlemaine, and launched upon the lake; thereupon the garrison made a "timely submission." After the surrender, 5,000 Munster men laid down their arms. The keep of the castle consists of a massive square tower. A spiral stone staircase ascends to the top.

Innisfallen is to the north of Ross. It is one of the largest and most beautiful of the archipelago of islands on the Lower Lake. It has a lawn of about seventeen acres of the richest verdure, fenced with rock; and a path, overarched with holly, beech, yew, and other trees of the most luxuriant growth, runs round the island. Many historical associations cluster round it, and the poetry of Moore has thrown a charm over its beauty. It is perhaps the most delightful of all the islands. From the lake or the adjoining shore it appears to be densely covered with magnificent timber and gigantic evergreens; but, upon landing, the interior will be found to afford an endless diversity of scenery: beautiful glades and lawns, embellished by thickets of flowering shrubs and evergreens, amongst which the arbutus and the holly are conspicuous for their size and beauty. The island is about twenty-one acres in extent, and contains many old ash trees of remarkable magnitude.

Innisfallen Abbey was founded in the seventh century, and was a place of great extent, if we may judge from the ruins scattered over the island. The celebrated "Annals of Innisfallen," consisting of scraps from the Old Testament, and a compendious universal history reaching down to the time of St. Patrick, were here written.

"Sweet Innisfallen, long shall dwell,
In memory's dream, that sunny smile,
Which o'er thee on that evening fell
When first I saw thy fairy isle."—MOORE.

Innisfallen has been called "the gem of Killarney." Here are "hill and dell—wood as gloomy as the ancient Druidical forests, thick with giant ashes and enormous hollies—glades sunny and cheerful, with the beautiful underwood bounding them—bowers and thickets—rocks and old ruins—light and shadow—everything that nature can supply, without a single touch of the hand of art, save the crumbling ruins."

TORC CASCADE.

THE Torc Waterfall is considered the finest in Killarney—perhaps in Ireland ; but, like others of its kind, it is in its beauties capricious. The path that leads to it is by the side of a rushing, roaring torrent, and it is overhung by fir trees, the tall stately trunks of which spread their branches so as to form “pillared shades, with echoing walks between.” As we proceed, a sullen roar breaks upon the ear ; and this increases in volume until we reach the cascade, which, at first hidden by a leafy screen of forest trees and shrubs, at length is seen plunging with terrific fury down a jagged and projecting rocky slope. The waters of the fall are collected in a lake,



Torc Waterfall.

called “the Devil’s Punch Bowl,” on Mangerton Mountain, 2,000 feet above the sea ; they then flow through a narrow chasm in a ravine that separates Mangerton from the Torc Mountain, until they leap headlong down the fall, a depth of seventy feet. If the season is dry, the visitor will find only a silver stream threading its way amid the rocks ; but if “the Punch Bowl” is well filled, the fall of Torc will be seen in all its glory—its first bound a broad, unbroken sheet, then dividing and leaping “from rock to rock in wild, tumultuous grandeur, foaming and wreathing, boiling and surging, uniting and again dividing, thundering into the black chasms,” and then rushing through a dark narrow gorge away towards the lake.

MUCKROSS ABBEY.

THE Abbey of Muckross is a beautiful ruin situated in the Muckross demesne. The Abbey, according to Archdall, was founded for Franciscan monks in 1440, on the site of a church which was erected at a much earlier period. The building consists of two chief parts—the convent and the church. The church is about one hundred feet in length, and consists of choir, nave, and transept. In the centre, where the transept intersects, there rises a strong square tower. On the opposite side a narrow doorway leads to the cloisters, which are the chief beauty of the place, and are in the form of a piazza surrounding a dark courtyard, over the centre of which a solemn and magnificent yew-tree, thirteen feet in circumference, spreads its great branches. According to tradition, many Irish kings and chiefs were buried on the south and east side of the Abbey; the north was called “the devil’s side.”



Muckross Abbey.

Adjoining the cloisters were the apartments of the community—the dormitories, kitchen, library or refectory, cellars, infirmary, and other chambers, which are in a state of comparative preservation. The upper rooms are unroofed. The great fireplace of the refectory shows that the monks were not forgetful of the duty they owed to themselves. This fireplace, about a century ago, was taken possession of by a hermit of the name of John Drake, who for eleven years made this spot his abode. The demesne of Muckross, in which the Abbey is situated, is considered by some to be the finest, in respect to natural scenery, of any in the kingdom. “Nowhere else is there such an assemblage of magnificent features, noble mountains, glittering lakes, stately trees, verdant shrubberies, lovely meadows, venerable ruins, beautiful flowers, countless birds.”

The Muckross Abbey mansion is a fine example of the Elizabethan style. The word Muckross means in Irish “the pleasant place of wild swine”, it has become a pleasant place, also, for tame Christians.

LISMORE TO CORK.

THE third route from Mallow to Killarney, through Fermoy, Lismore, and by the river Blackwater to Youghal, &c., is full of interest. This beautiful river, widening as it flows, accompanies us most of the way. Fermoy has a thriving appearance, and is an important military station.

Mitchelstown, to which a line of railway has recently been opened, is remarkable for the large natural caves in its vicinity, which have been known to exist for centuries.

It is on record that on one occasion a gentleman spent ten hours in exploring the caves, and never met a single person, although there were forty visitors underground at the time, examining them. This will give some idea of their extent and number.

Lismore, fifteen miles from Fermoy, is a considerable town; it



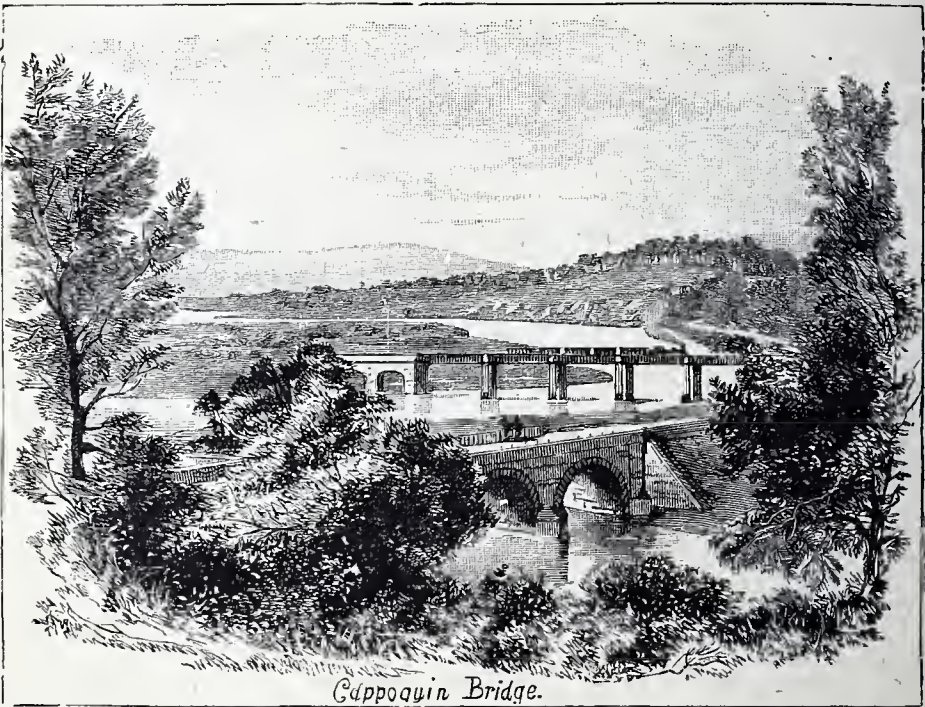
has a cathedral church, with a graceful spire. The parish was the birthplace of Robert Boyle, the philosopher, and Congreve, the dramatic poet. Lismore is also adorned with the splendid feudal Gothic castle belonging to the Duke of Devonshire, one of the finest residences in the United Kingdom. It occupies the site of the ancient University of Lismore, where, it is said, 1,000 students were wont to throng the academic halls.

The chief work of the erection of the castle was accomplished by the second Earl of Cork. The first doorway is called the Riding-House, from its being originally built to accommodate two horsemen who mounted guard, and for whose reception there were two spaces which are still visible under the archway. Over the gateway are the arms of the Earl of Cork, with the motto: "God's providence is our inheritance." The interior of the castle is beautifully fitted up. The view from the upper rooms, up and down the Blackwater, is one of the most beautiful in the south of Ireland. The castle is accessible to visitors.

CAPPOQUIN.

CAPPOQUIN is four miles from Lismore. It is delightfully situated at the bend of the Blackwater. A five-arched bridge spans the river immediately above the town; it replaced a timber structure erected by the Earl of Cork. Formerly a castle stood here, which, in 1645, was besieged and taken by Lord Castlehaven. Overlooking the town are the pretty grounds of Cappoquin House.

The tourist may pursue his way by steamer or by road down the Blackwater to Youghal. In either case the scenery—especially in the upper reaches of the river—is singularly beautiful. Away on the wild heath-clad mountain of Melleray he can distinguish the monastery of La Trappe, while near the bank on the other side are the ancient and the modern castles of Tourin. Further on is Dromana Castle, the seat of Lord Stuart de Decies.



Cappoquin Bridge.

From a height of sixty or seventy feet it overlooks the river, itself almost concealed by the magnificent woods in which it is embosomed. In the grounds are the remains of an ancient fortress of the Desmonds. Catherine, the old countess, died at the age, it is affirmed, of 140. The cherry tree was first cultivated in this neighbourhood, having been brought hither by Sir Walter Raleigh from the Canary Isles; and the death of the countess is attributed to a fall she had from a high branch of a favourite cherry tree planted by Sir Walter. We now observe the Gothic castle of New Strancally lift its lofty towers and curtains, its battlements and bartizans, amid the trees; and further on old Strancally Castle, the ivied ruins of which seem indistinguishable from the moss-grown rock on which they stand. Onward we glide between high river banks variegated with meadow-lands and corn-fields, plantations and cottages, and are soon at the quay of Youghal.

YOUGHAL.

YOUGHAL, the chief watering-place in the south of Ireland, is seated on the western shore, and near the mouth of the Blackwater, which has been called "the Rhine of Ireland." It is twenty-eight miles from Cork. It is described as a city of some importance as early as 1209. A Franciscan Abbey was founded here in 1224, the nave and aisles of which are still used as a place of worship. In 1579 the Earl of Desmond plundered Youghal. He was at that time one of the greatest subjects in Europe; his estates included 574,000 acres. Remains of the wall that formerly defended the city may be found on the south side. Wild flowers grow profusely in the interstices of the stones, and droop over the decaying battlements.

The town is built on the slope, near the base of a steep hill, and ladder-like lanes lead upwards from the main street. Near the summit of the



Myrtle Grove, Youghal,

hill is a sequestered walk, whence beautiful views may be enjoyed.

The house occupied by Sir Walter Raleigh stands near the church. It is a plain Elizabethan structure. It is called Myrtle Grove, after the shrubs that grew in the garden. The principal rooms are wainscoted with oak, and many of the panels are richly carved. It is said that potatoes were first grown in Ireland in the garden of Sir Walter; and that here he was soothing his mind with the tobacco he had brought from Virginia, when his Irish servant, thinking her master was on fire, dashed a bucket of water over him, to "put him out."

There is an exceptionally good strand, nearly three miles in length, and the scenery within a few miles of the town, and up the Blackwater, is very fine. These advantages tend to make it a most popular and enjoyable seaside resort.



Cork Harbour.

CORK AND QUEENSTOWN.

CORK is the third city in population and commercial importance in Ireland. It is called the capital of the South. It is seated on the banks of the Lea, which flows into a noble expanse of sea that contains the Great Island, on which Queenstown is built. The southern part of the inlet is called the Cove of Cork. In the beginning of the seventh century, St. Fionn Bar, the anchorite from Gougane Barra, founded a monastery at Cork, and his seminary assumed such importance that it is stated to have contained 700 scholars. The city is well laid out, and its modern wide and handsome streets have superseded those of which it might have been said, as of the "Auld brig O'Ayr,"

—"poor narrow footpath o' th' street,

Where twa wheelbarrows tremble when they meet."

Queenstown is eleven miles from Cork. The Great Southern and Western Railway runs beside the river, and fine views are obtained from the Line. The scenery on either side of the river is rich and varied: stately mansions and pretty cottages, ancient castles and picturesque villages embosomed in trees, cover the banks. As we proceed the river widens, and at Black Rock it assumes noble proportions. From this promontory William Penn embarked for America. At Monkstown there is a castle, built in 1636. We are now near Queenstown, which is built on the face of a hill sloping to the shore. Hawlbowl and Spike Islands are on the right. Queenstown Harbour is not only the finest, but one of the best in Europe. It could shelter the whole British Navy. The largest ships may at all times of the tide discharge at the deep water quay. The scene is full of variety and animation. The town, with its streets rising above another like the parallel courses of some great amphitheatre, looks out upon the islands and the sea, upon forts and lighthouses, and upon great ships at anchor or under sail; while yachts, pleasure-boats, and fishing-craft pass swiftly to and fro.

It would be difficult, remarks Sir John Forbes, "to overpraise the beauty of the river from Cork to Queenstown, or the magnificent harbour or inland bay in which it terminates, more especially when these are seen under the influence of a brilliant sky. Indeed, every element of beauty that can mingle in such a scene, seems to be here comprised." Water deep and pure, lofty hills covered with woods, and intermingled with green park-like fields and shining villas; white villages on level patches of shore, and all brightened and humanised by the busy industries of men.

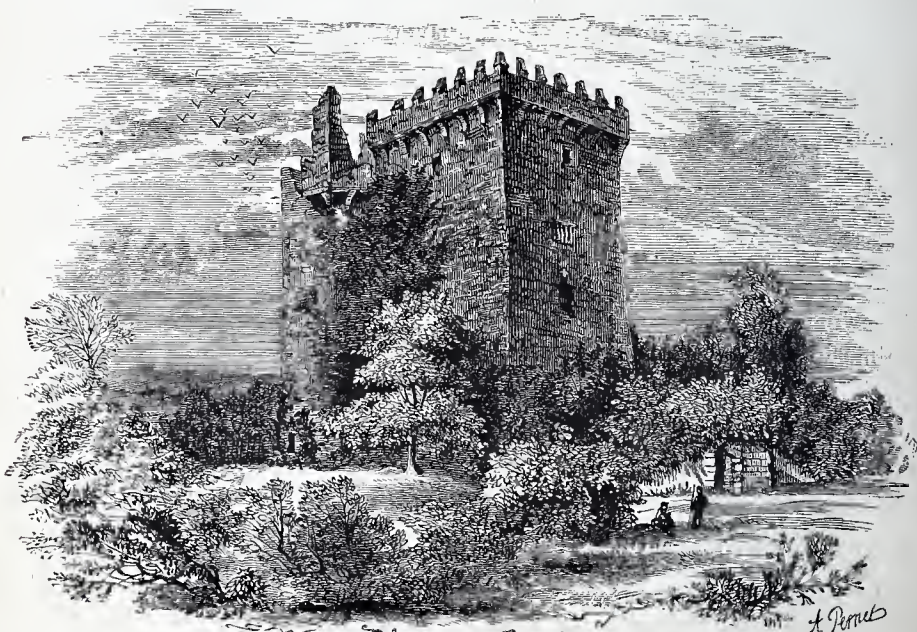
The island on which Queenstown stands is five miles from east to west, and two from north to south. It has a peculiar salubrity and equability of climate. The Rev. Charles Wolfe, author of the beautiful lines on the burial of Sir John Moore, beginning "Not a drum was heard, not a funeral note," and who died at Cork in 1823, was buried here. At Roches Point, at the south of the Harbour, the Transatlantic steamers transfer their passengers and mails to the Company's fast steam tenders, which are saloon-decked, and lighted with electric light. On being landed at the Quay, passengers from America pass direct from the Custom House, which is on the Railway premises, to the platform, where trains are in readiness to convey them to their destination.

BLARNEY.

BLARNEY is five miles from Cork. The Castle was built in the fifteenth century. It was one of the strongest in the province. It stands on a lime-stone rock close to a little river, the Murteen. The massive Donjon Tower rises 120 feet in height.

The Blarney Stone has a great renown, though why, it is difficult to say. "It is marvellous," remarks a writer, "that a few lines, containing in themselves no merit, save their absurdity, should succeed in gaining a world-wide notoriety for a place which otherwise would scarcely have been known beyond its own vicinity." In 1799 Millikin wrote his song on the "Groves of Blarney," not, as is sometimes said, to the same air as Moore adapted his "Last Rose of Summer," but to another old Irish song.

"The groves of Blarney, they look so charming,
Down by the purling of sweet silent streams,
Being bank'd with posies that spontaneous grow there.
Planted in order by the sweet rock close."



Blarney Castle.

The famous stone is placed in the wall of the Castle, and it used to be necessary for aspirants for the eloquence it bestowed to be hung by the heels some distance over the wall. Fortunately, one much more accessible has since been discovered, which has been found equally efficacious.

Blarney Lake, about a quarter of a mile from the Castle, is very pretty. Tradition tells us that on every May morning a herd of white cows rises from the bosom of the lake to graze on the meadows that cover the banks.

St. Anne's Hill Hydropathic Establishment at Blarney is picturesquely situated on rising ground, surrounded by wooded hills and valleys. The pleasure grounds are laid out in a most pleasing manner with fragrant flowers, delightful groves, conservatories, bowers, grottoes, fountains, and statuary.

AMERICAN CITIZENS and OTHERS
Who are Travelling to the
CONTINENT OF EUROPE

Cannot do better than take their
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BERLIN, COLOGNE, HAMBURG, AMSTERDAM,
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DINING AND SLEEPING CARS.

THE FLUSHING ROUTE.

Why do large numbers of men select the Flushing route to Germany, the North of Europe, Austria, and even to Italy, in preference to all others?

The answer is, because it is a short sea route, having large steamers, the most economical in time, and, therefore, the best fitted for commercial men; and the most perfect and luxurious in its steamboat accommodation.

We have said that this route is a short sea voyage for large steamers; the fact is so; the routes which compete with it are Dover-Ostend, Harwich-Rotterdam, and Harwich-Antwerp. This Flushing route is superior to the first-named, because the steamers are larger and can enter the harbour both by day and night, as also in the roughest weather. The Harwich-Rotterdam, Amsterdam and Antwerp routes are much longer *sea* voyages; the average duration of that to Rotterdam is about eight hours, or nearly double of that to Flushing.

To prevent misconception, it is advisable to point out how the route from London to Flushing actually absorbs the time. Taking the entire journey as 9½ hours, it is divided as follows: 1½ hours from London to Queenborough and starting, 1½ hours to the mouth of the Thames, 4½ *hours sea voyage*, and 2 hours in the Scheldt, under the banks of the Belgian coast.

This is also the most comfortable route to the Continent, the steamers being large, powerful, and luxuriously fitted up, their size and breadth of beam also causing them to be quite steady in a sea which would occasion considerable movement to smaller and lighter boats; to those who are subject to sea-sickness, this is of the utmost importance.

The time of leaving London and arriving at Flushing is most economical, as a man can transact his day's business in London, have a late dinner, go to bed at half-past 10, and wake next morning in Holland, having utilised his ordinary night's rest for the purpose of his journey. In this and kindred arrangements we are approximating to the conditions of utilising time which have been adopted by the most energetic and the most money-making people in the world—the Americans; that which constant practice and great experience has suggested to them will probably be found the most economical, both as to time and labour, for others; and the Zeeland Steamship Company has, as a whole, followed out the same principles.

These are some of the reasons why men prefer the Flushing route, but there are others equally substantial. One of them is the fact that the Railway communication is more perfect and direct than at any other point of debarkation, for some of the principal centres of trade and position. For example, the trains which wait the arrival of the boat start within nearly an hour for Cologne, Hamburg, Bremen, Hanover, and Berlin, arriving at each of these places the same day.

We have throughout spoken of the night service, which has been long established, but this is now supplemented by a **DAY SERVICE** of large and splendid steamers, especially built for the traffic, luxuriously fitted up, and combining all the ease and comfort of a private yacht, with the luxury and splendour of a first-class hotel.

Arrival in London from all Continental Stations:			
	St. Paul's,	9.30 p.m.	7.46 a.m.
2	"	"	7.48 "
	Holborn,	9.33 "	7.48 "
	Victoria,	9.30 "	7.45 "

TRAIN SERVICE	To ROTTERDAM.		From ROTTERDAM.
Train leaves London ...	8.00 a.m.	8.30 p.m.	Exchange
Arrival at Flushing ...	5.00 p.m.	6.30 a.m.	dep. 9.27 a.m. & 7.32 p.m.
Departure from Flushing ...	5.31 p.m.	7.24 a.m.	Delftsche Poorte
Arrival at Rotterdam ...	8 02 p.m.	9.55 a.m.	dep. 9.19 a.m. & 7.24 p.m.

ROTTERDAM.

THERE are few cities more essentially Dutch in their characteristics and general appearance than that of Rotterdam. It owes its existence to the energy and ability which the Hollanders have brought to bear upon the difficulties by which they were surrounded. Rotterdam itself is a clear illustration of these qualities, for it is built upon piles driven into the very mud. Its streets tell the same tale in another form, for they are intersected by canals, which not only form the highways for goods traffic, but are also utilized for the convey-



ance of passengers. In Holland generally the same system prevails, the canal boats being fitted for that purpose, and as the rates are extremely low, they are much used by the poorer classes. Beyond its general business aspects, Rotterdam has three or four other points of interest. At the Cathedral there is the famous organ which has nearly 5,000 pipes. There is also the Museum, which contains a good collection of pictures of the Dutch school. Erasmus was born at Rotterdam, and his house is still shown. A statue erected to him stands in the market place. Within half an hour by rail is Delft, once celebrated for its manufacture of Delft ware, but now more especially remembered as the town where William of Orange was assassinated. The exact spot is shown at the Prinsenhof.

Fares—	Single	Return	Available for
First Class	£1 10 10	£2 5 11	3 days Single.
Second Class... ..	1 0 9	1 11 1	60 days Return. 3

TRAIN SERVICE		To AMSTERDAM.		From AMSTERDAM.
Train leaves London ...	...	8.00 a.m.	8.30 p.m.	Daily Dep. (via Rotterdam).
Arrival at Flushing ...	...	5.00 p.m.	6.30 a.m.	7.45 a.m. & 5.50 p.m.
Departure from Flushing ...	...	5.31 p.m.	7.24 a.m.	Central Station (via Utrecht).
Arrival at } (via Utrecht)		9.40 p.m.	11.37 a.m.	7.16 a.m. & 5.40 p.m.
Amsterdam } (via Rotterdam)		9.54 p.m.	11.36 a.m.	Netherl. Rhenisch Rlwy. (via Utrecht)
				7.30 a.m. & 5.55 p.m.

AMSTERDAM.

AMSTERDAM is a very interesting town, as well by its old Dutch character as by the circumstance that it is essentially a business place and the chief city of Holland. It is celebrated for its diamond cutting lapidaries, in connection with which the Jews are conspicuous. They are well represented in all the money making departments of trade, more especially in those of money changers and money dealers. Some of the principal objects to be seen in Amsterdam, beyond the quays and the waterways which intersect the streets, are: The Old Church, celebrated for its stained glass windows of



the fifteenth century. The New Church, with its monuments to Van Speyk and De Ruyter, as also its finely carved pulpit. There are also two Picture Galleries. The one called the Museum Fodor, containing pictures of the Dutch school; the other is Rijk's Museum, containing the celebrated paintings of The City Guard by Van der Helst, The Night Watch by Rembrandt, and The Night School by Gerard Dou. Near Amsterdam is the small town of Broek, specially noticeable for its fastidious cleanliness and its business-like arrangement for the production of butter. The houses share in the general care and attention to appearances. About an hour's journey from Amsterdam is Zaandam, the place rendered famous by Peter the Great, who worked here when learning the trade of a shipwright.

Fares —		Single	Return	Available for
First Class ...	...	£1 17 1	£2 15 11	7 days Single,
Second Class...	...	1 5 6	1 13 7	30 days Return.

AMSTERDAM—LONDON, 14 hours.

TRAIN SERVICE		To the HAGUE.		From the HAGUE.
Train leaves London ...	...	8.00 a.m.	8.30 p.m.	Daily Departure
Arrival at Flushing ...	...	5.00 p.m.	6.30 a.m.	8.51 a.m.
Departure from Flushing ...	...	5.31 p.m.	7.24 a.m.	and
Arrival at The Hague ...	...	8.42 p.m.	10.30 a.m.	6.47 p.m.

THE HAGUE.

THE Capital of Holland has many of the characteristics of ordinary Dutch towns, but is superior in the class of houses, is enriched by

Government Offices and the King's Palace, whilst it has the extra attraction of a great Picture Gallery, and a Museum specially rich in bronze and other articles from Japan and China. One of the features of the Hague is its magnificent avenues of trees and its fine open spaces. One of these, The Vyverberg, is ornamented with a small lake, prettily decorated with shrubs. Near here are the principal and best houses, built in a style more ornate than is usual



in Holland, but also more in keeping with a city which is the residence of the King. The Palace consists of a centre and two wings, built on the Grecian style, forming three sides of a square. In the Picture Gallery, the one great picture is Paul Potter's Bull; it was taken by the First Napoleon to the Louvre, but was afterwards restored. The picture has a great and well-deserved reputation. The Gallery is also rich in paintings by Rembrandt, Rubens, Vandyke, Teniers, and other painters of note. Rembrandt's picture of the Dissecting Lesson is considered good, but is by no means pleasant. Among the more picturesque buildings are The Binnenhof, now the Parliament House, and The Buitenhof, the place where the De Witts were confined. The seaside place of the Hague is Scheveningen, much frequented during the summer season.

Fares—		Single	Return	Available for
First Class ...	...	£1 12 10	£2 9 2	7 days Single,
Second Class...	...	1 2 5	1 13 6	30 days Return. 5

THE HAGUE—LONDON, 13 hours.

TRAIN SERVICE		To ANTWERP.		From ANTWERP.
Train leaves London ...	...	8.00 a.m.	8.30 p.m.	Daily Departure
Arrival at Flushing ...	...	5.00 p.m.	6.30 a.m.	7 35 a.m.
Departure from Flushing ...	...	5.31 p.m.	7.24 a.m.	and
Arrival at Antwerp ...	...	8.18 p.m.	10.36 a.m.	6.56 p.m.

ANTWERP.

ANTWERP is one of the great commercial centres of Belgium, and can be reached by rail from Flushing in about three hours. It has had a very varied past; it was harried by the Spaniards, seized by the French, improved by the first Napoleon, incorporated into the Netherlands, seen periods of opulence and great depression, and is to-day rising, energetic, and prosperous. The National Bank of Belgium has a branch in the city, whilst several other banks transact extensive business. Antwerp is celebrated for its Cathedral and its pictures. It is also rendered illustrious by



having been the birthplace and home of many great men. The Cathedral is a beautiful specimen of Gothic architecture, and is enriched by three great paintings by Rubens—The Descent from the Cross, The Elevation of the Cross, and The Assumption. The family chapel and tomb of Rubens is also there, which is adorned by an altar piece, the workmanship of the great painter. In the Museum is a Gallery of 500 pictures, containing examples by Rubens, Titian, Vandyck, Teniers, and others. The Municipal authorities, with a wide munificence, purchased the library of the famous printer, Plantin, his workshop, presses, and printing material, also manuscripts, paintings, &c. The cost was about a million and a half of francs (£62,500); the whole forms an interesting typographical collection.

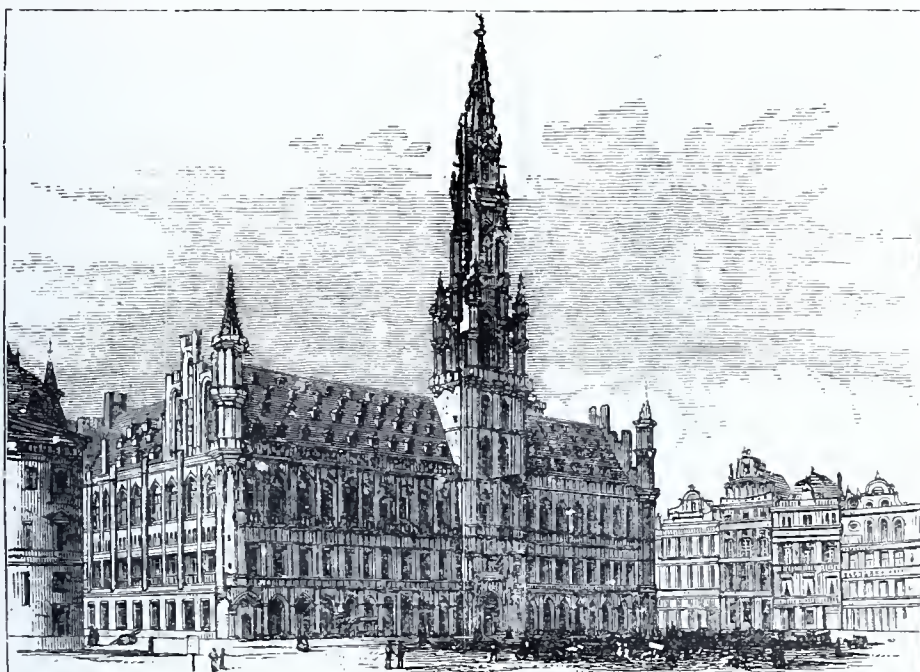
Fares—		Single	Return	Available for
First Class ...	...	£1 9 8	£2 4 0	30 days.
6 Second Class...	...	0 19 8	1 9 5	

ANTWERP—LONDON, 14 hours.

TRAIN SERVICE		To BRUXELLES.		From BRUXELLES.	
Train leaves London ...	...	8.00 a.m.	8.30 p.m.	Daily Departure	
Arrival at Flushing ...	...	5.00 p.m.	6.30 a.m.	6.27 a.m.	
Departure from Flushing ...	...	5.31 p.m.	7.24 a.m.	and	
Arrival at Bruxelles ...	...	9.24 p.m.	11.38 a.m.	5.28 p.m.	

BRUSSELS.

THE centre of Belgium, the miniature Paris, the home at once of taste, refinement, and Flemish phlegm; this is Bruxelles. Its associations take us far back into history as its life of to-day unites us intimately with the most stirring movements of modern times. The Grand Place in the old quarter is surrounded by ancient guild houses, now utilized for the purposes of commerce. It was at the Hotel de Ville that a ball was given the night before Waterloo, and which



has been rendered famous by Byron's lines, beginning:—

“There was a sound of revelry by night,”

The Hotel de Ville is considered one of the finest examples of Municipal Gothic Architecture in Europe. Brussels is famous for its lace factories; there are three more especial descriptions, the point de Malines, the point de Valenciennes, and the point de Bruxelles. The field of Waterloo is distant a few miles from Brussels, and can be reached either by train or coach; if by train, the station for the battle field is not Waterloo but Braine Alleud. Among the sights of Brussels are The Palais de Justice, remarkable for its beauty, and in which is the celebrated picture of the Abdication of Charles V. In the Cathedral Church of St. Gudule, the painted glass is said to be the finest in the world. Rubens furnished the plan for the altar piece.

TRAIN SERVICE		To COLOGNE.		From COLOGNE.
Train leaves London ...	...	8.00 a.m.	8.30 p.m.	Daily Departure
Arrival at Flushing ...	...	5.00 p.m.	6.30 a.m.	5.48 a.m.
Departure from Flushing ..	..	5.24 p.m.	7.16 a.m.	and
Arrival at Cologne ...	...	11.12 p.m.	1.45 p.m.	4.37 p.m.

COLOGNE.

THE great Cathedral, which forms so prominent a feature in the city, is probably the most perfect Cathedral in the world, and this arises from one fact. The architect, whose designs were accepted at the commencement, worked out his thought in all its details, and left behind him the drawings from which his successors worked: The result is that the Cathedral breathes the same idea throughout, and is a splendid illustration of Gothic architecture. The Cathedral



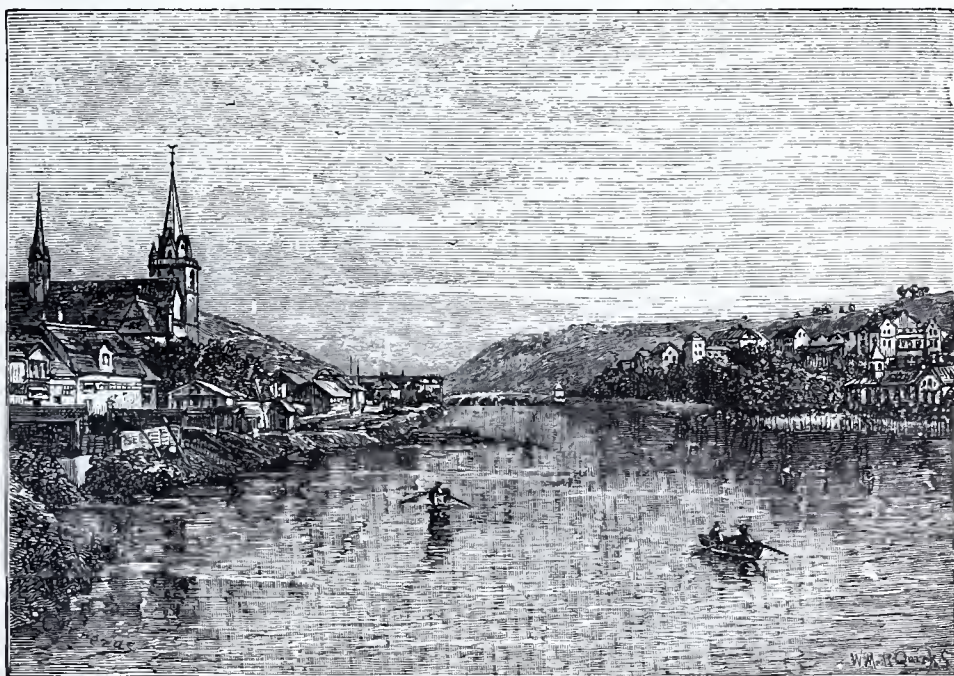
has taken six centuries to build, and during that period there have been many changes in style, but these have not been allowed to break down the original idea—thus the perfect result. It is no unusual thing to see four or five different styles in the same cathedral, each century modifying the structure into keeping with the style of the day, with the final result that the cathedral loses both effect and harmony. This danger Cologne Cathedral has escaped, and it exists to-day one of the most perfect and beautiful in the world. Cologne constitutes a good starting point for a trip up the Rhine; it is near to Bonn, which can be reached in one hour by rail. Bonn is celebrated for its university, its minster church, and the house where Beethoven was born.

Fares—		Single	Return	Available for
First Class ...	...	£2 18 0	£4 5 9	30 days.
Second Class ...	...	2 1 6	3 1 6	

TRAIN SERVICE		To BINGERBRÜCK		From BINGERBRÜCK.	
Train leaves London ...	...	8.00 a.m.	8.30 p.m.	...	Daily Departure
Arrival at Flushing ...	...	5.00 p.m.	6.30 a.m.	...	1.10 night
Departure from Flushing ...	...	5.24 p.m.	7.16 a.m.	...	and
Arrival at Bingen ...	...	4.09 a.m.	7.29 p.m.	...	9.40 a.m.

THE RHINE-BINGEN.

THOSE who wish to take a trip up the Rhine cannot do better than go to Bonn by the railway, as the more special beauties for which the great river is famous begin above the university city. The Rhine, through hundreds of miles of its course, is enriched by beautiful scenery of the most diversified character. At one point will be seen mountains which appear to block the course of the river itself, produced by the tortuous winding, whilst immediately after will be seen stretches of extreme fertility and beauty, whilst these



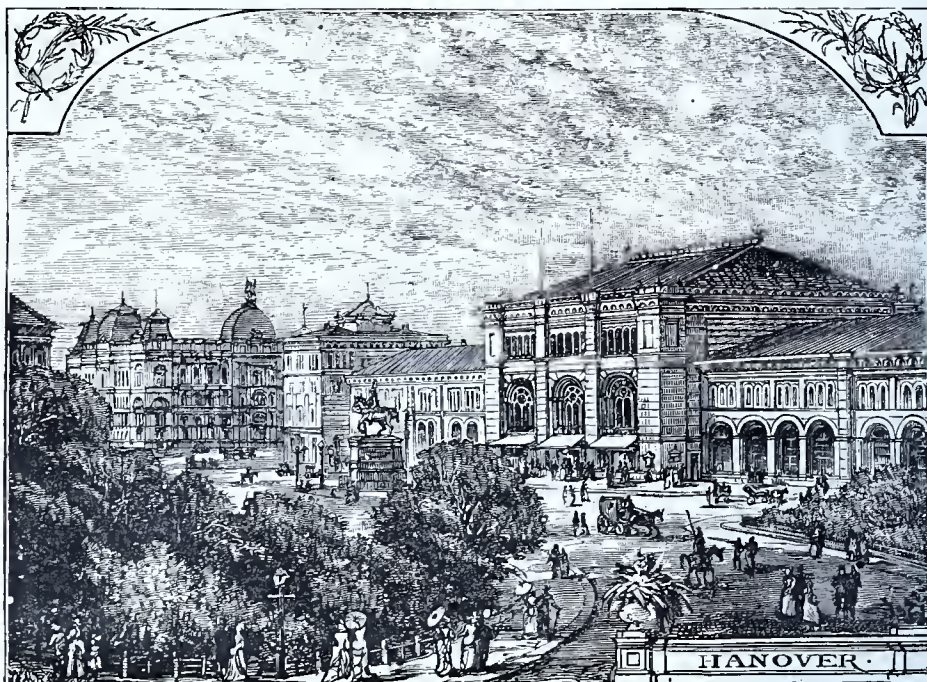
again are broken by islets in the middle of the stream, by the ruins of old castles, or the massive outlines of modern fortifications. To the German people the Rhine is almost an idealization of their nationality, constituting, as it does, a boundary, a great commercial avenue, and the produce land of their far famed and much loved Rhine wine. The vines from which the wine is made grow on the hills, or on terraces raised one above another on the bare precipitous rock. The mould in which the vines grow is held in baskets forced into the clefts, or supported by the walls which form the terraces. The more especial points above Bonn are Coblenz and its companion fortress, Ehrenbreitstein, on the opposite side of the river. The celebrated watering place Ems is near Coblenz. Then follow a series of smaller towns, until Bingen is reached.

Fares—		Single	Return	Available for	
First Class ...	...	£3 12 3	£5 4 7	30 days.	
Second Class...	...	2 12 0	3 15 7		

TRAIN SERVICE		To HANOVER.		From HANOVER.
Train leaves London ...	...	8.00 a.m.	8.30 p.m.	Daily Departure
Arrival at Flushing ...	...	5.00 p.m.	6.30 a.m.	2.06 night
Departure from Flushing ...	...	5.24 p.m.	7.16 a.m.	and
Arrival at Hanover ...	...	2.49 a.m.	5.56 p.m.	12.24 p.m.

HANOVER.

THE name of this city enjoys a triple significance—that of a town, a kingdom, and a dynasty. It also enjoys an exceptional reputation for loyalty, as manifested by its enthusiastic devotion to the memory of its blind King. This fact deserves to be chronicled, for it is rare in these days of rough utilitarianism. The city of Hanover has grown very rapidly, and in consequence of its advantageous position, at the junction of several important railways, has become a thriving manufacturing place. It has more than quadrupled its population within the last fifty years, having risen from 27,000. to nearly 150,000



HANOVER—LONDON, 20 hours.

inhabitants. The Avenue of Limes leads to the Schloss Herrenhausen, a favourite residence of George I. and George II. The gardens are more than 400 acres in extent, and are laid out in the old French style; the fountains, which form a conspicuous feature, play every Wednesday and Saturday in June, and the centre jet of the great fountain rises to the enormous height of 222 feet. In the gardens are two fine orangeries and the beautiful Berggarten, remarkable for its fine collection of palms. The Picture Gallery contains only a small collection of pictures, having been formed so recently as 1872. One of the most conspicuous structures is the Theatre, which is capable of holding 1,600 spectators, and is said to be one of the finest in Germany. In the front of the Lyceum is a colossal statue of Schiller, whilst at the Museum of Art and Science are statues of Leibnitz, Humboldt, and Dürer.

Fares—		Single	Return	Available for
10	First Class ...	£3 19 1	£5 18 10	30 days.
	Second Class...	2 17 4	4 5 10	

TRAIN SERVICE		To BERLIN		From BERLIN.
Train leaves London ...	...	8.00 a.m.	8.30 p.m.	Daily Departure
Arrival at Flushing ...	...	5.00 p.m.	6.30 a.m.	9.38 p.m.
Departure from Flushing ...	...	5.24 p.m.	7.16 a.m.	and
Arrival at Berlin ...	...	7.41 a.m.	10.42 p.m.	7.42 a.m.

BERLIN.

FEW cities in Europe have undergone such immense changes within the last two centuries as that of Berlin. It has emerged from the comparative obscurity which belonged to the chief city of the small Prussian monarchy, placed in the midst of a sandy and sterile plain, to being that which it is at the present—the capital of the great German Empire, the centre of the greatest military monarchy in the world, and the home of a million and a quarter of people. The influence of French ideas are distinctly perceptible in the architecture and other features of Berlin life to-day. The great Frederic



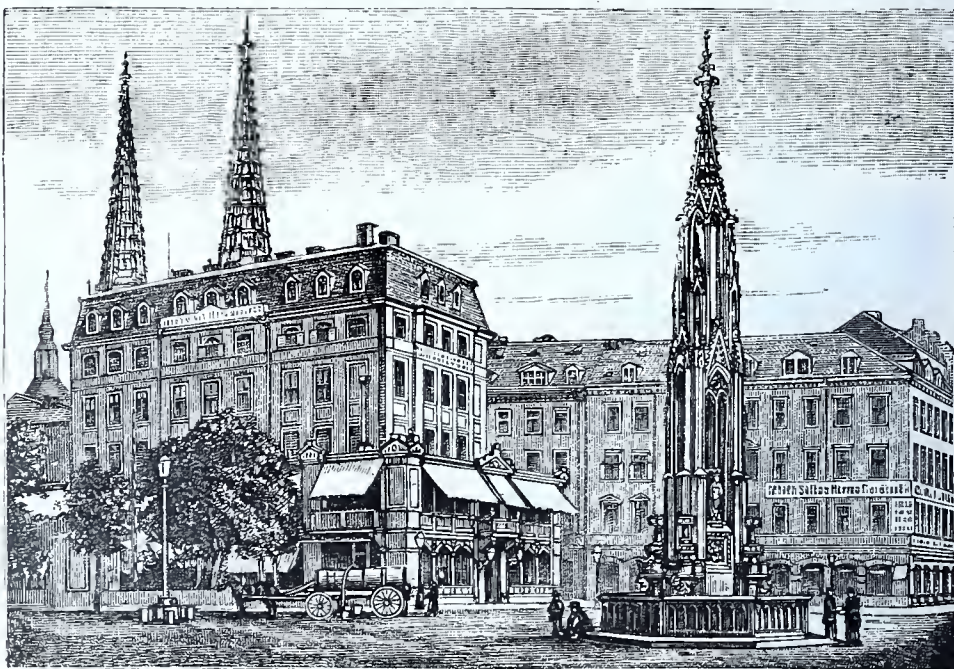
set the example of openly acknowledging the genius of the French people, and, despite Waterloo and Sedan, that influence still flourishes. Among the public statues may be mentioned Schiller, Frederic the Great, and the bronze groups at the Old Museum. The finest street in Berlin is that of Unter den Linden, a view of which we engrave, and in which is situate the palace of the Emperor. In the Hohenzollern Museum there are a large number of objects of great interest connected with the reigns of the founders of the Prussian monarchy. Here are to be seen the knife and fork belonging to Napoleon, and captured with various other items on the field of Waterloo. Here also is the table at which Napoleon III. signed the declaration of War at St. Cloud in 1870. Here also are wax casts of the face of Frederic the Great, taken after death.

Fares—		Single	Return	Available for
First Class ...	...	£5 2 11	£7 14 6	30 days.
Second Class...	...	3 14 11	5 12 4	

TRAIN SERVICE		To DRESDEN.		From DRESDEN.
Train leaves London ...	...	8.00 a.m.	8 30 p.m.	Daily Departure
Arrival at Flushing ...	...	5.00 p.m.	6.30 a.m.	2 25 p.m.
Departure from Flushing ...	...	5.24 p.m.	7.16 a.m.	and
Arrival at Dresden ...	...	10.56 a.m.	—	3.50 a.m.

DRESDEN.

THE Capital of Saxony, with its large and growing population, its splendid natural position, its charming environs, and its superb collection of pictures, both claims and well repays a visit. These varied advantages draw numerous visitors from all parts of the world, and hold in willing subjection a large resident English and American population. Dresden is essentially an English-speaking Continental centre, and the mere fact that it is so, vouches alike for its salubrity, its beauty, and its pleasant surroundings. The Picture Gallery takes rank with the Pitti and Ufitzi at Florence, and the



Louvre in Paris, and is in reality one of the finest collections in the world. The works of Raphael, Titian, Rubens, Corregio, and the other leading masters of the Italian school are here fully represented. The Picture Gallery itself forms one portion of the Museum, and that building as a whole is said to be one of the finest examples of modern architecture. In the Green Vault at the Palace there is a fine and valuable collection of curios, containing some fine examples of goldsmiths' work of the 16th and 17th centuries, some superior enamels, and some delicate ivory carvings. Among the public buildings, the Theatre (The Hoftheater) is worth noting; it is very large, and one of the finest in Europe. Dresden is divided into an old and new town. The Royal Palace and the Picture Gallery are both in the old town.

Fares—		Single	Return	Available for
12	First Class ...	£5 14 11	£8 12 8	30 days.
	Second Class...	4 3 6	6 6 0	

TRAIN SERVICE		To MUNICH.		From MUNICH.
Train leaves London ...	...	8.00 a.m.	8.30 p.m.	Daily Departure
Arrival at Flushing ...	...	5.00 p.m.	6.30 a.m.	7.12 a.m.
Departure from Flushing ...	...	5.24 p.m.	7.16 a.m.	and
Arrival at Munich (next day)	...	8.25 p.m.	8.00 a.m.	6.55 p.m.

MUNICH.

THE Capital of Bavaria contains about a quarter of a million of inhabitants, and is principally to be remembered from its art associations, its pleasant position, and its freedom from the rush which troubles so many other centres of interest on the continent. The lofty situation of the city, and its proximity to the Alps, render it liable to sudden changes of temperature, against which visitors should be on their guard, more especially towards evening. Living is cheaper in Munich than in any other European capital, a point of considerable importance. The Art treasures of Munich



place it on a level with the most luxurious cities of Germany. Next to Antwerp and Vienna, Munich offers to the traveller the best opportunity of becoming acquainted with the versatility and genius of Rubens. Here also are some fine examples of the Venetian School, the best example of which is "Christ Crowned with Thorns," painted by Titian. These pictures, with more than 1,000 others, are to be seen at the Old Pinakothek. Visitors will do well to visit the New Pinakothek, and Count Schack's picture gallery, both of which are more distinctly devoted to pictures painted during the present century, and the latter of which is said to be the finest collection of modern German pictures in Europe.

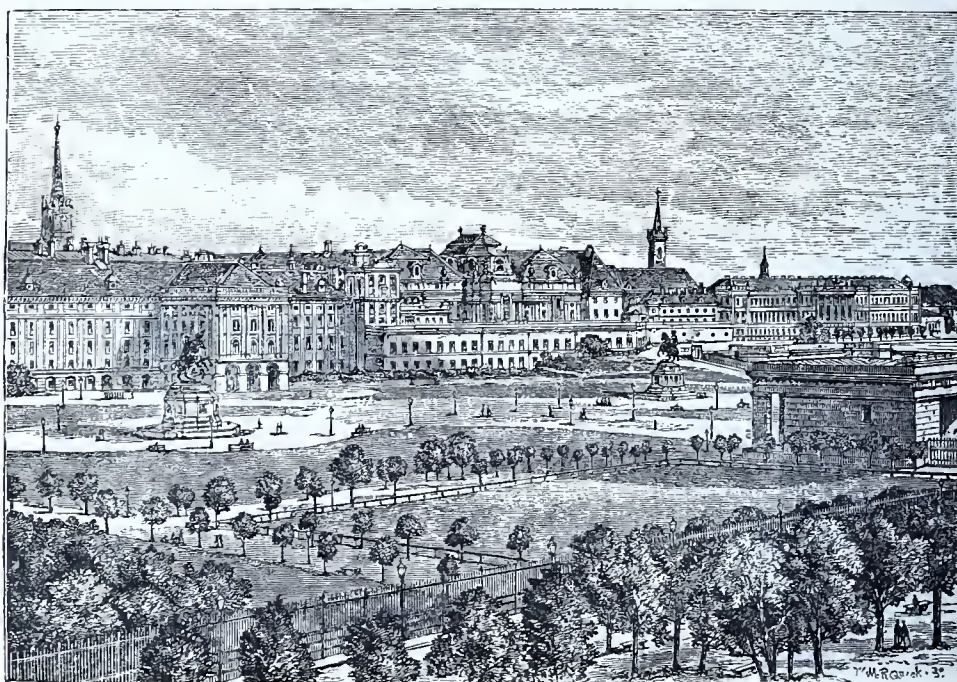
Among the places worth visiting, is the English Garden, a park of 600 acres, well laid out, and which afford some charming walks.

Fares—		Single	Return	Available for
First Class ...	...	£5 15 10	—	30 days.
Second Class...	...	4 4 4	—	

TRAIN SERVICE		To VIENNA.		From VIENNA.
Train leaves London ...	...	8.00 a.m.	8.30 p.m.	Daily Departure
Arrival at Flushing ...	...	5.00 p.m.	6.30 a.m.	2.10 or 8.15 p.m.
Departure from Flushing ...	...	5.24 p.m.	7.16 a.m.	and
Arrival at Vienna (2nd day)	...	10.00 p.m.	9.10 p.m.	9.35 or 10.15 p.m.
		via Hanover. via Aschaffenburg.		

VIENNA.

THE City of Vienna approximates very closely in the mass of its population to that of Berlin. It differs from the capital of the German Empire in its more elaborate street architecture, its more brilliant art treasures, and its more buoyant social life. During the last few years a large number of the main avenues have been entirely re-built, and but for their more ornate character bear a striking similarity to some of the larger avenues of Paris. A conspicuous illustration of this architecture will be found in the Ringstrasse. Among the more special features of the city may be noted the Church



of St. Stephen, which has been described as the most important edifice in Vienna. The Hofburg (the Palace of the Emperor), with its galleries of pictures and museums. The Belvedere, with its large picture gallery, which is said to be unsurpassed in the world for its examples of Rubens, Durer, and the Venetian School. The Liechtenstein Picture Gallery may also be mentioned. Among the other more salient parts of Vienna may be named the Prater, the fashionable resort of Viennese life, and resembling our Hyde Park in its general characteristics. The Stadtpark, a favourite lounge during summer evenings, and the Volksgarten, at which concerts are given every afternoon. In the grounds is a fine marble group by Canova. These gardens are much frequented, and represent that social life which is so conspicuous in the South German Imperial City.

Fares—		Single	Return	Available for
14	First Class ...	£7 15 9	£11 16 0	30 days.
	Second Class...	5 12 9	8 12 0	

TRAIN SERVICE To St. PETERSBURGH. From St. PETERSBURGH.			
Train leaves London ...	8.00 a.m.	8.30 p.m.	Daily Departure
Arrival at Flushing ...	5.00 p.m.	6.30 a.m.	5.00 p.m.
Departure from Flushing ...	5.24 p.m.	7.16 a.m.	and
Arr. St. Petersburg (2nd day)	11.35 a.m.	1 40 p.m.	7.00 p.m.

ST. PETERSBURGH.

THE great capital of Russia tells in a vivid manner the triumph of the qualities that were concentrated in the character of Peter the Great. It stands to-day an Imperial city wrought out of the mud of a swamp. It was built up by unflagging energy, unwavering decision, and unflinching work. It is easy to trace the history of its evolution, for the very conditions under which St. Petersburg exist bear upon them the stamp of the lessons learnt amid the shipyards and Dutch surroundings. The very conception of its existence is Dutch, the difficulties to be contended with were equally Dutch, and



were of that special class which Holland has taught the world how to surmount. The very mode of dealing with them came from the land that had won its heritage from the sea. To drive the piles into the oozy mud, to accept failure after failure, with the one thought that success would come in the end by steady plod—this was the one lesson that shone out with conspicuous clearness through the whole. Peter the Great triumphed as he deserved, having safely laid the foundations of the great city. What those difficulties were are well told by the conditions of to-day. Every spring, when the snow melts, the booming of cannon tells the rising tide which threatens to flood the Imperial city. There are a few points which visitors to Russia will do well to bear in mind. Do not travel in Russia without having your passport in perfect order. Do not talk politics.

Fares—		Single	Return	Available for
First Class ...	...	£12 17 11	£21 10 5	45 days.
Second Class...	...	9 10 10	15 18 10	

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Arrival—	Flushing	..	..	5.00 p.m.	..	6.30 a.m.
Departure—	Do.	..	..	5.24 p.m.	..	7.16 a.m.
Arrival—	Cologne	..	..	11.12 p.m.	..	1.45 p.m.
Do.	Wiesbaden	..	..	11.17 a.m.	..	7.20 p.m.
Do.	Bingerbrück	..	..	4.09 a.m.	..	7.29 p.m.
Do.	Frankfort o/M	..	..	6.40 a.m.	..	(7.57 p.m.
				or 11.03 a.m.	..	(or 10.11 p.m.)
Do.	Homburg, v.d. H.	..	..	8.03 a.m.	..	(9.03 p.m.
				or 1.3 p.m.	..	(or 11.23 p.m.)
Do.	Mayence	..	..	5.10 a.m.	..	8.36 p.m.

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For further particulars see Company's Time Tables and Folders, or apply to the Pursers of the Transatlantic Steamers.

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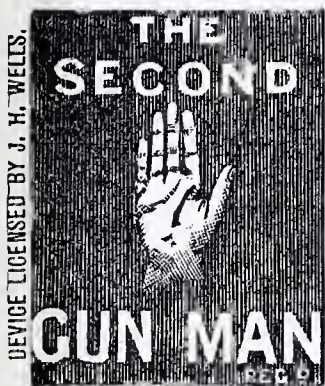
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