



LONDON & NORTH WESTERN RAILWAY *of England*



**SPECIAL EXPRESS
VESTIBULE TRAINS**



BETWEEN THE
**RIVERSIDE STATION LIVERPOOL
AND LONDON**

In connection with Atlantic Steamers



Frederick Harrison, General Manager, Euston Station, London.
A.G. Wand G.P. & F.A. 287, Fifth Avenue, New York.



ORMAN L. LUSHER, Can. Agent, 178, St. James Street, Montreal.

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Officials of the Company.

FREDERICK HARRISON, General Manager, Euston Station, LONDON.
R. TURNBULL, Superintendent of the Line, Euston Station, „
F. REE, Chief Goods Manager, Euston Station, „
W. M. TURNBULL, District Superintendent, Lime Street Station, LIVERPOOL.

AMERICAN OFFICE.

A. G. WAND, General Agent, 287, Fifth Avenue (near 30th Street), NEW YORK.
 Telephone No. 3452, Mad. Sq. Telegraphic Address: "Norwestern Newyork."

EXPLANATORY.



The London and North Western Railway,

the Standard Trunk Line of England, is the oldest and most important of transportation systems in the British Isles. It was the "pioneer" railway of "Olde England," and the first railway connecting link between Liverpool and London. The system extends through a large portion of England and Wales, and connects with Scotland through Carlisle, and with Ireland either *via* the ports of Holyhead, Fleetwood, Stranraer or Liverpool. Its ramifications and connections are so numerous generally that the "North Western" route will be found the most convenient and expeditious to reach the many places of interest in the British Isles made famous in History, Literature, Poetry and Song, as well as all the principal commercial centres in the Kingdom.

It has been the constant aim of the Directors of the LONDON AND NORTH WESTERN RAILWAY COMPANY to progress with the times, and to-day travellers can perform the journey from Liverpool to London, or to any point in the British Isles *via* the North Western, in the most comfortable manner possible, with the greatest speed and utmost safety. The line has the most perfect track, operated throughout on the Absolute Block System; the Locomotives include some of the largest and most powerful engines built in Great Britain. The equipment, consisting of Corridor (Vestibuled) Trains, Saloon, Drawing-room, Sleeping, Dining, First, Second and Third Class Compartment Cars, comprises every modern convenience for the comfort of travellers. All these up-to-date requirements place the LONDON AND NORTH WESTERN RAILWAY COMPANY foremost in the ranks of the Standard Railways of the World.

It is the ONLY Line running Special Fast Vestibuled Trains between RIVERSIDE STATION (adjoining the Landing Stage), Liverpool, and LONDON (Euston), on arrival of and in connection with Transatlantic Steamers from and to America.

The Company's Officials

at New York, Queenstown, Liverpool, London and other points are always in readiness to cheerfully impart information and assist travellers patronising the London and North Western Route.

For particulars of the Company's facilities, Trains, Checking of Baggage, Hotels, &c., please consult the following pages.

FREDERICK HARRISON,
General Manager.

EUSTON STATION,
LONDON, N.W.,
March, 1908.

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1908

Express Train Services

(Liable to Alteration Without Notice.)

LIVERPOOL to LONDON, &c.

Shortest and Quickest Route.

Liverpool to London, 193½ miles.		WEEK DAYS.			English time, 4 h. 56 m. faster than New York time.	
Liverpool, Lime Street Station. Leave	Birmingham New Street Station. Arrive	Bristol, via Birmingham Arrive	Bristol, via Severn Tunnel. Arrive	London, Euston Station. Arrive	Special fast Vestibuled trains, Riverside Station, Liverpool, are run to London (Euston), in connection with and on arrival of Transatlantic Steamers from America. *Breakfast, Lunch-eon or Dining Cars. †Sleeping Cars to London. †1st and 3rd class only. a On Mondays arrives Birmingham 5.50, and London 8.00 a.m. c Luncheon Car to Bristol. n 9.15 p.m. on Saturdays.	
2 35 a.m.	a6 05 a.m.	10 00 a.m.	...	||a7 10a.m.		
*8 00 "	10 31 "	1 52 p.m.	...	12 00 noon		
9 10 "	...	...	1 57 p.m.	...		
*9 45 "	...	...	...	1 40 p.m.		
10 00 "	12 15 p.m.	3 58 p.m.	...	2 10 "		
10 30 "	...	...	c3 35 p.m.	...		
*11 00 "	1 57 p.m.	...	...	3 15 p.m.		
12 00 noon	2 50 "	5 25 p.m.	4 50 p.m.	5 15 "		
2 00 p.m.	...	...	...	6 10 "		
2 40 "	5 00 p.m.	7 52 p.m.	8 10 p.m.	...		
*4 05 "	6 38 p.m.	9 35 p.m.	...	8 10 p.m.		
*5 20 "	...	...	...	9n05 "		
5 25 "	7 48 p.m.	12 00 night	...	...		
||6 15 "	...	...	...	||10 45 p.m.		
7 05 "	9 30 p.m.	...	12 35 a.m.	...		
||10 45 "	...	...	...	||3 50 a.m.		
†11 55 "	2 32 a.m.	5 40 a.m.	5 15 a.m.	5 50 "		
2 35 a.m.	6 05 a.m.	12 10 noon	...	7 10 a.m.	SUNDAYS	
*8.30 "	...	...	...	12 40 p.m.		
9 20 "	...	...	...	4 20 "		
12 50 "	8 55 p.m.	...	...	5 15 "		
*4 05 p.m.	...	...	...	8 20 "		
4 30 "	7 30 p.m.	11 55 p.m.	...	...		
†11 00 "	2 32 a.m.	5 45 a.m.	...	3 50 a.m.		

LIVERPOOL to GLASGOW & EDINBURGH

Liverpool to Glasgow, 180 miles.		WEEK DAYS.		Liverpool to Edinburgh, 219 miles.	
Liverpool, Lime St. Station. Leave	Liverpool, Exchange Station. Leave	Edinburgh, Princes St. Station. Arrive	Glasgow, Central Station. Arrive		
†12 45 a.m.	...	6 40 a.m.	6 45 a.m.	a October and November only. b Commences December 2nd. † Sleeping Car to Glasgow. § Corridor (Vestibuled) Express, 1st and 3rd Class Dining Cars.	
...	2 30 a.m.	7 50 "	7 50 "		
...	9 47 "	3 00 p.m.	3 00 p.m.		
9 50 a.m.	...	4 05 "	4 10 "		
...	12 50 p.m.	5 45 "	5 55 "		
...	a2 55 "	7 55 "	7 55 "		
...	b3 20 "	8 30 "	8 35 "		
...	5 10 "	10 30 "	10 20 "		
...	\$5 50 "	10 55 "	11 00 "		
...	...	...	...		

SUNDAYS.

†12.45 a.m.	...	6.50 a.m.	7.0 a.m.	...	...	...
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GLASGOW & EDINBURGH to LONDON, LIVERPOOL, &c. (West Coast Royal Mail Route).

Scotch time, 5 hours faster than New York time.

WEEK DAYS.

Glasgow to London, 401 miles. Edinburgh to London, 399 miles.

Glasgow, Central Station. Leave	Edinburgh, Princes Street Station. Leave	Liverpool, Lime Street Station. Arrive	Birmingham, New Street Station. Arrive	Bristol, via Birmingham. Arrive	Bristol, via Severn Tunnel. Arrive	London, Euston Station. Arrive
§10 00 a.m.	§10 05 a.m.	...	5 00 p.m.	7 52 p.m.	8 10 p.m.	6 20 p.m.
10 10 "	10 05 "	*3 15 p.m.	...	...	...	...
||12 00 noon	||12 00 noon	||5 25 "	7 48 p.m.	12 00 night	...	8 30 a.m.
§2 00 p.m.	§2 00 p.m.	*7 20 "	9 30 "	...	12 35 a.m.	10 45 p.m.
§4 30 "	§4 15 "	*9 45 "	...	...	...	...
5 55 "	6 00 "	12 00 night	2 32 a.m.	5 40 a.m.	x5 15 a.m.	3 50 a.m.
||9 05 "	9 05 "	3 40 a.m.	4 35 "	...	...	6 30 "
||10 45 "	10 50 "	...	6 05 "	a10 00 a.m.	...	7 10 "
11 15 "	10 50 "	5 30 a.m.	9 16 "	12 40 noon	12 47 p.m.	8 00 "

SUNDAYS.

||5 50 p.m.	||6 00 p.m.	12 00 night	2 32 a.m.	5 45 a.m.	10 11 a.m.	3 50 a.m.
||9 05 "	||9 10 "	4 00 a.m.	...	...	...	8 00 "
||10 45 "	||10 50 "	...	5 50 a.m.	10 0 a.m.	12 47 p.m.	7 10 "

|| Sleeping Cars to London. § Corridor (Vestibuled) Express, First and Third Class Dining Cars to London. * Exchange Station. a Sundays 12.10 p.m.

A October and November only. x Sleeping Car to Bristol.

NOTE.—Most trains have 1st, 2nd, and 3rd Class accommodation, except trains with Scotland and with Bristol via Birmingham, which have 1st and 3rd Class only.

TABLE OF FARES.

ENGLISH CURRENCY.						POINTS.	AMERICAN CURRENCY.					
SINGLE.			RETURN.				SINGLE.			ROUND TRIP.		
1st	2d	3d	1st	2d	3d		1st	2d	3d	1st	2d	3d
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.		\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.
29.0	20.8	16.6	58.0	36.2	33.0	LIVERPOOL, TO OR FROM	7.08	5.05	4.03	14.16	8.83	8.08
35.11	...	18.3	60.0	...	34.2	LONDON (Euston)	8.77	...	4.46	14.64	...	8.34
...	...	...	*60.0	...	*32.0	EDINBURGH ...	...	...	...	*14.64	...	*7.81
53.0	...	15.0	55.0	...	30.0	"	8.06	...	3.66	13.42	...	7.32
...	...	...	*55.0	...	*27.0	GLASGOW... ..	...	...	...	*18.42	...	*6.59
						"	...	...	...	...	...	...
						QUEENSTOWN, TO OR FROM						
66.0	48.4	31.9	111.0	81.0	51.6	LONDON (Euston)	16.11	11.80	7.75	27.09	19.77	12.57
62.6	†48.4	26.3	105.0	†81.0	44.0	Via Westland Row.	15.25	†11.80	6.41	25.62	†19.77	10.74
						LONDON (Euston)						
						Via North Wall.						
						GLASGOW, TO OR FROM						
58.0	...	33.0	110.3	...	62.11	LONDON (Euston)	14.16	...	8.06	26.91	...	15.36
...	...	...	*110.3	...	*52.0	"	...	...	...	*26.91	...	*12.69
						EDINBURGH, TO OR FROM						
57.6	...	32.8	109.6	...	62.8	LONDON (Euston)	14.03	...	7.98	26.72	...	15.30
...	...	...	*109.6	...	*50.0	"	...	...	...	*26.72	...	*12.20
						LONDONDERRY TO OR FROM						
65.6	47.6	35.0	110.0	79.6	57.0	LONDON (Euston)	15.99	11.59	8.54	26.84	19.40	13.91
						Via Kingstown.						
62.0	†47.6	29.6	104.0	†79.6	49.6	LONDON (Euston)	15.13	†11.59	7.21	25.38	†19.40	12.08
						Via North Wall.						
62.0	...	29.6	104.6	...	55.0	LONDON (Euston)	15.13	...	7.21	25.50	...	13.42
						Via Stranraer.						
57.0	†44.6	27.0	95.0	†74.4	45.0	LONDON (Euston)	13.91	†10.86	6.59	23.18	†18.14	10.98
						Via Greenore.						
57.0	†44.6	27.0	95.0	†74.4	45.0	LONDON (Euston)	13.91	†10.86	6.59	23.18	†18.14	10.98
						Via Belfast.						
						(Fleetwood or Liverpool.)						
41.6	†33.2	21.9	...	...	...	LONDON (Euston)						
		†26.9				Via Fleetwood						
						Direct Steamer.						

* Tourist tickets issued from May 1st to Oct. 31st, available until Dec. 31st.

† First-class on steamer. ‡ Saloon on Steamer.

STOP-OVER PRIVILEGES. London passengers are allowed the privilege of stopping over at any place *en route*. For particulars see page 6.

VALIDITY. Single tickets good for three (3) months, Return tickets good for six (6) months, from date of issue in New York.

CHILDREN under 3 years of age free; 3 and under 12 years, half rate.

Travellers who have not purchased their British Railroad Tickets in America before sailing can obtain at Glasgow, Edinburgh, Liverpool and Queenstown, Single Tickets for London (Euston), good for ten days, allowing the same Stop-over Privileges as Tickets bought in the United States or Canada.

Routes by which Tickets are Available.

In addition to the direct routes, Passengers are allowed the privilege of travelling by either of the **OPTIONAL ROUTES** given in the various sections hereunder. The same privileges apply if the tickets are used in the reverse direction.

LIVERPOOL to LONDON (Euston). **Shortest and Quickest Route.**

Direct, via Crewe, Stafford, Rugby.

1ST SECTION. LIVERPOOL to STAFFORD.

Via Runcorn, Crewe (direct).
" Earlestown, Warrington, Crewe.
" Runcorn, Chester, Crewe.
" Birkenhead, Chester, Crewe.
" Manchester, Stockport, Crewe.
" Manchester, Macclesfield, Stoke, Colwich.

2ND SECTION. STAFFORD to RUGBY.

Via Lichfield, Nuneaton (direct).
" Wolverhampton, Birmingham, Coventry, Kenilworth, Warwick, Leamington.
" Lichfield, Sutton Coldfield, Birmingham, Coventry, Kenilworth, Warwick, Leamington.
" Nuneaton, Coventry, Kenilworth, Warwick, Leamington.
" Rugby, Coventry, Kenilworth, Warwick, Leamington

3RD SECTION. RUGBY to LONDON (Euston).

Via Blisworth, Bletchley (direct).
" Northampton, Bletchley.
" Bletchley, Oxford, Cambridge (Special Tickets, see page 11).

GLASGOW or EDINBURGH to LONDON (Euston)

(WEST COAST ROYAL MAIL ROUTE).

Direct, via Carlisle, Preston, Crewe, Stafford, Rugby.

1ST SECTION. GLASGOW or EDINBURGH to CARLISLE.

Via Carstairs Junction (direct).
" Edinburgh, Carstairs Junction.
" Carstairs Junction, Moffat, Dumfries.

2ND SECTION. CARLISLE to STAFFORD.

Via Penrith, Carnforth, Preston, Wigan, Warrington, Crewe (direct).
" Penrith, Preston, Wigan, Liverpool, Birkenhead, Chester, Crewe.
" Penrith, Preston, Wigan, Liverpool, Runcorn, Chester, Crewe.
" Penrith, Carnforth, Preston, Wigan, Manchester, Stockport, Crewe.
" Penrith, Carnforth, Preston, Wigan, Manchester, Macclesfield, Stoke, Lichfield, Rugby.

3RD SECTION. STAFFORD to RUGBY.

Same as Liverpool to London. Sec. 2.

4TH SECTION. RUGBY to LONDON (Euston).

Same as Liverpool to London. Sec. 3.

QUEENSTOWN to LONDON (Euston)

(AMERICAN MAIL ROUTE).

Direct, via Cork, Dublin, Kingstown, Holyhead, Chester, Crewe, Rugby.

1ST SECTION. QUEENSTOWN to DUBLIN.

Via Cork, Mallow, Charleville, Limerick Junction, Portarlington (direct).

2ND SECTION. DUBLIN to STAFFORD.

Via Holyhead, Chester, Crewe.

3RD SECTION. STAFFORD to RUGBY.

Same as Liverpool to London. Sec. 2.

4TH SECTION. RUGBY to LONDON (Euston).

Same as Liverpool to London. Sec. 3.

LONDONDERRY (Moville) to LONDON (Euston).

- (1) *Via* Dublin, Kingstown, Holyhead, Chester, Crewe, Stafford, Rugby.
- (2) " Dublin (North Wall), Holyhead, Chester, Crewe, Stafford, Rugby.
- (3) " Greenore, Holyhead, Chester, Crewe, Stafford, Rugby.
- (4) " Belfast, Fleetwood, Preston, Crewe, Stafford, Rugby.
- (5) " Belfast, Liverpool, Crewe, Stafford, Rugby.
- (6) " Larne, Stranraer, Carlisle, Preston, Crewe, Stafford, Rugby.

Routes 1, 2, and 3 allow the same optional routes of travel from Stafford as shown in Sections 2 and 3, Liverpool to London.

Routes 4 and 6 allow the same optional routes of travel from Preston and Carlisle as shown in Sections 2, 3, and 4, Glasgow or Edinburgh to London.

Route 5 allows the same optional routes of travel from Liverpool as shown between Liverpool to London.

CHECKING OF BAGGAGE.

New York to London, Glasgow, Edinburgh and other points.

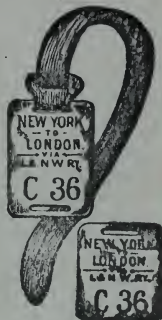
The London & North Western Ry.

Is the only Line in Great Britain using the American Metal Check (see cut) for checking "HOLD" BAGGAGE New York to London and other points (via Liverpool) in connection with the CUNARD and WHITE STAR Steamship Companies, thereby relieving the passenger of trouble and anxiety en route.

Hold Baggage (NOT WANTED during the passage)

Is checked from residence, hotel, station or steamship pier in New York to Euston Station, residence or hotel in London, Edinburgh, Glasgow, or to any station on the London and North Western Railway. Baggage cannot be checked until the passenger has procured Steamship and Railway Tickets.

Passengers desirous of being relieved of the inconvenience of passing their baggage through the British Customs can hand their keys to the Company's Agent in New York, who will forward them in a sealed packet to the London and North Western Company's Agent at Liverpool, who will have the baggage examined and forwarded on, sending the keys under separate sealed cover to the owner's address at destination.



CHECKING CHARGES.

NEW YORK, Residence, Hotel or Depot, to LONDON, per piece, \$0.50

NEW YORK, Cunard or White Star Dock, to LONDON, „ .15

NEW YORK, Residence, Hotel or Depot, to OTHER POINTS, „ .75

NEW YORK, Cunard or White Star Dock, to OTHER POINTS, „ .25

These charges include delivery at destination within usual limits.

An extra charge will be made for baggage collected above 59th Street, New York City, and Brooklyn.

N.B.—Travellers to Europe can, on application, receive in exchange for their baggage checks or express company's receipts, checks re-checking their "HOLD" BAGGAGE through from New York to London or elsewhere, thus introducing a system of **Through International Baggage Checking** between all points in America and the British Isles. The baggage checks or express receipts should be presented immediately on arrival in New York. Charges (if any) for storage at New York Railroad Station will be charged in addition to the above checking fee.

Baggage will be checked on application to **A. G. WAND, General Agent, 287, Fifth Avenue (near 30th Street); Telephone "No. 3452, Mad. Sq.," Telegraphic Address "Norwestern, Newyork."**

FREE BAGGAGE ALLOWANCE.

Ocean passengers are allowed free conveyance of personal baggage as follows:—

	1st Cl.	2nd Cl.	3rd Cl.
LIVERPOOL to LONDON,	240 lbs.	200 lbs.	120 lbs.
LIVERPOOL to OTHER STATIONS on L. & N. W. Ry.	150 lbs.	120 lbs.	100 lbs.

The charge for excess weight between Liverpool and London is one and a half cents per lb. in addition to the charge for checking.

Commercial Travellers. Theatrical Parties, Equestrian Performers, and Operatic Parties are allowed the under-mentioned quantities of baggage free, viz.:—1st class 336 lbs., 2nd class 224 lbs., 3rd class 168 lbs.; above these weights excess will be charged at one half the ordinary excess baggage rates.

All **LONDON** Baggage should be properly labelled with special labels supplied by the Steamship Company (marked LONDON), and passengers should see that their Baggage is routed via London and North Western Railway.

In order to facilitate the Custom-House operations at Liverpool passengers are requested not to include in Checked Baggage articles subject to duty.

ALL PORTERAGE FEES AT LIVERPOOL HAVE BEEN ABOLISHED.

IMPORTANT NOTICE.

Personal effects for the use of the passenger himself can alone be checked as baggage; articles not being

personal effects can only be shipped on bills of lading.

The London and North Western Railway Company give notice that they will not check as baggage the articles for which the Steamship Companies are relieved of responsibility according to statute, nor will they be in any respect responsible for their value unless the articles and their value are specially declared at the time of shipment, bills of lading signed, and freight paid as per special agreement.

They will not be responsible for a greater amount than \$50 per package of checked baggage; passengers who wish the Company to be responsible for a greater amount than fifty dollars (\$50) per package must declare the value at the time of shipment, obtain signed bills of lading, and pay freight as per special agreement.

They are not liable for damage to or loss of checked baggage resulting from sea or river risks and other risks enumerated in the bills of lading generally used for traffic from New York to Liverpool.

The London and North Western Railway Company give notice that they will not check Baggage on other conditions than above and that as passengers not willing to agree to said conditions have the option of having their baggage shipped in the usual way to Liverpool and of taking delivery of it there, the fact of a passenger having his baggage checked through to destination and accepting the check will be taken as evidence that he agrees to these conditions.

For checking of Baggage of Passengers returning London to America
see page 16.

TRAIN ACCOMMODATIONS, REFRESHMENTS, OMNIBUSES, &c.

Drawing-Room Cars, comfortably Warmed and Ventilated, provided with Ladies' Boudoir, Lavatories, Smoking Room, Electric Bells, &c., are provided for First-class Passengers without extra charge.

First Class Compartments are reserved for parties of 4 passengers.

Second Class Compartments are reserved for parties of 5 passengers.

Third Class Compartments are reserved for parties of 6 passengers.

Families or a party of friends travelling together can secure the **Exclusive** use of a Compartment on application to the Station-Master.

Lavatories are provided in most First, Second and Third Class Cars.

There are **Separate Compartments** for Ladies, and for Smokers, all classes.

Private Parlour Cars with Lavatory, and **Family Cars** with Saloon, Lavatory and Servants' Compartment, can be obtained on payment of a minimum amount, representing not less than the price of four first and four third-class tickets (that amount for the journey between Liverpool and London being \$44.00); in private Parlour Cars all the passengers must have first-class tickets; in Family Cars passengers must have tickets of the class by which they travel.

Royal Suite Saloon Cars: These magnificent and luxurious 57-foot cars, six of which have recently been built by the Company, when not retained for use in the Royal Train, can be reserved between Liverpool and London, &c., for exclusive parties, on the minimum payment of ten full first class fares.

Invalid Carriages specially provided with Sofas, Couches and Lavatories have been constructed expressly for the accommodation of Invalids and their Servants, the charges for which can be ascertained upon application.

Sleeping Cars of an improved model, divided into private compartments and replete with every comfort, are run between Liverpool, London, and other principal points; extra fare 5s. (to Holyhead, Carlisle, and Scotland, 7s. 6d.) per berth in addition to first-class fares.

VESTIBULED TRAINS (CORRIDOR), composed of Luxurious Saloons, first, second and third class, are run between Liverpool and London, also from London, Liverpool and Manchester to Scotland. (First and third class only to and from Scotland.)

DINING CARS in which Breakfast, Luncheon, Dinner and other refreshments are served to first, second and third class passengers are run between Liverpool, Manchester, London, Edinburgh and Glasgow. Meals are served *en route* at the following charges:

Breakfast (Table d'Hôte), First class, 3s.; Second and Third class, 2s. 6d.

Luncheon, First, Second and Third class, 2s. 6d.

Teas, First, Second and Third class, 6d.

Dinner (Table d'Hôte), First class, 3s. 6d.; Second and Third class, 3s.

LUNCHEON BASKETS containing half a chicken, with ham or tongue or a portion of cold beef, salad, ice, bread, cheese, butter, &c., with either half a bottle of claret, Burgundian claret, burgundy, or hock, two glasses of sherry, or a bottle of ale, stout, or minerals 3/- each.
" " " (without beer, wine, &c.) 2/6 each.

These Luncheon Baskets are supplied to passengers in the trains at the Liverpool, Chester, Llandudno Junction, Bangor, Lancaster, Crewe, Manchester (Exchange and London Road), Stockport, Preston, Holyhead, Stafford, Wolverhampton, Birmingham, Nuneaton, Coventry, Rugby, Northampton, Bletchley, and London (Euston), Willesden, Kensington (Addison Road) Stations, and **Hot Luncheons**, consisting of fillet of beef or mutton chop, fried potatoes, bread, &c., at the same charge, are supplied at Preston, Crewe, Rugby, Stafford, and Northampton (Castle). When Hot Luncheons are required, notice must be given to the guard of the train at the preceding stopping station.

Fruit and Milk may be obtained at the above-named Buffets.

Luncheon Baskets at moderate prices are also provided at Perth, Stirling, Edinburgh (Princes Street), Glasgow (Buchanan Street and Central stations), Carlisle, Stoke, Shrewsbury, Hereford and Bulth Road.

HOTEL ACCOMMODATION Passengers travelling by the London and North Western Railway and wishing to stay at the Hotels under the management of the 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. For list of Hotels see page 20.

OMNIBUSES. For the convenience of its patrons the **London and North Western Railway Company** provide, on application, elegant private Omnibuses to convey Passengers or Family Parties and their Baggage to or from Stations in Liverpool, London and Manchester; the smaller Omnibuses accommodate six persons inside and two outside.

At Liverpool the fare to or from the Landing Stage is 3s., and to or from the Alexandra Dock 4s., including a reasonable quantity of Baggage.

In London, for distances not exceeding 3 miles, the minimum charge is 4s.; for a large Omnibus, capable of carrying ten persons inside and six outside, minimum charge 8s.

Station-Masters will, when requested, telegraph free of charge orders for Omnibuses to meet passengers on their arrival at the above Stations.

The **London and North Western Railway Company** run at frequent intervals a regular Service of Omnibuses between **Euston Station** and **Charing Cross** (South Eastern and Chatham Railway) and **Waterloo** (London and South Western Railway) Stations, fare 3d.

CABS AND CARRIAGES. Tariff of charges for Liverpool, Manchester, Birmingham, London, &c., will be found at Stations and in the Company's Official Time Table.

LIVERPOOL.

The Special Express Vestibuled Trains

of the London and North Western Railway run between **Liverpool, Riverside Station** (adjoining Landing Stage), and **LONDON (EUSTON)**, to accommodate American travellers disembarking from Transatlantic steamers. The ocean steamers come alongside the Landing Stage, and Passengers pass direct to the Special Train in waiting, which leaves immediately after the transfer of Passengers and Baggage has been accomplished. The journey is performed in about **four hours**. Dining Cars are run on the trains.

Sleeping Cars are run on the Up American Specials from Riverside Station (Liverpool) to London (Euston) for First Class Passengers, when it is necessary to run the Specials during the night time.

In cases where a Special Express is not run from the Riverside Station, Passengers for London, with their baggage, are conveyed *free of charge* in the Company's well-appointed Omnibuses across Liverpool to the London and North Western Railway Station at Lime Street, whence Fast Express Trains leave for London at frequent intervals.

All Portage Fees at Liverpool have been abolished.

A Representative of the London and North Western Railway Company is in attendance at the Landing Stage to meet Passengers landing from American Steamers, and he will assist them in clearing their Baggage through the Customs, make the necessary arrangements for their travelling comfort, and afford them all information required.

TICKETS. Passengers who have not procured their tickets in America can obtain them at the Company's Ticket Offices, located on the Landing Stage, and on the Riverside Station Platform.

TELEGRAMS AND MAIL. Postal and Telegraph Offices are located on the Landing Stage, from which Telegrams and Cables can be sent to all parts of the World and letters mailed.

TELEPHONE. Connection between the Landing Stage and Lime Street Station, No. 1443 (Central); North Western Hotel, No. 161.

NORTH WESTERN HOTEL. This magnificent Hotel, built and managed by the London and North Western Railway Company, forms part of the Lime Street Station; it is by far the largest and most comfortable in Liverpool.

Baggage Arrangements. All **LONDON** Baggage should be properly **LABELLED** at the port of departure in America with **SPECIAL "LONDON" LABELS** supplied by the Steamship Companies, and Passengers should see that their Baggage is **ROUTED via L. & N. W. Ry.**

Passengers are especially requested to claim their Baggage (**not checked through**), and to see it properly labelled or checked after the Customs Examination.

Passengers not proceeding direct to London, but breaking their journey *en route*, and desiring their Baggage to go on in advance, should inform the Company's Officials of the fact, when their Baggage can be **checked to Euston** and kept there until their arrival.

Baggage which has not been checked in America (see page 7) can, on application to the Company's Baggage Master, be checked from the Liverpool Landing Stage to residence, hotel, or station in London at a charge of 6d. per package; to Glasgow and Edinburgh, or to any Station on the London and North Western Railway, 1s. per package, which includes portage and cartage at Liverpool and delivery at destination within the usual limits.

Baggage which is not checked can only be labelled on the English system from Liverpool to London (Euston) and other Stations in England; such Baggage must be claimed by the owner on arrival at the Station or destination. For weight of Baggage allowed, see page 7.

FOR CHOICE OF NUMEROUS ROUTES AND STOP-OVER PRIVILEGES BETWEEN LIVERPOOL, LONDON, AND OTHER PORTS, see pages 5 and 6.

TRANSATLANTIC COMPANIES' ORDERS. Orders issued by the Steamship Companies or their Agents in the United States or Canada, for Tickets to London, Paris, &c., can be exchanged at the Riverside or Lime Street Stations, Liverpool.

Important Notice. TICKETS from **LIVERPOOL, QUEENSTOWN, LONDONDERRY** and **GLASGOW** to **LONDON** and other points in Great Britain, can be purchased at the Company's Office, 287, Fifth Avenue, New York, or at the Docks of the Liverpool Transatlantic Steamship Lines, on application to the Company's Agent, who is in attendance on each Steamer prior to its departure.

SCOTLAND, WALES, ENGLAND.

Glasgow, Edinburgh, &c. The London and North Western Railway Company's Train Service to and from Glasgow (Central), Edinburgh (Princes Street) and Scotland generally is in connection with the Caledonian Railway Company. The Central Station Hotel at Glasgow and the Caledonian Station Hotel at Edinburgh (Princes Street) are specially recommended.

Passengers landing at Glasgow will find at the Central Station Fast Express Trains by the London and North Western Route, performing the journey to London (Euston Station) in 8 hours, and to Liverpool (Lime Street Station) in 5 hours 5 minutes (see Time Table on page 4), also to Edinburgh (Princes Street) in about 1 hour. This is the route of the celebrated WEST COAST FLYER from London to Edinburgh, Glasgow, &c.

Holyhead. Holyhead, in North Wales, is the port of landing for Passengers arriving by the Royal Mail Steamers from Kingstown, and by the London and North Western Railway Company's Steamers from Dublin (North Wall) and Greenore; it has a vast Government Refuge Harbour with a Breakwater one mile and a half in length.

The Company have constructed a large Dock for the accommodation of their fleet, which consists of 20 Steamers; the most recent are the twin-screw steamers "Scotia," "Anglia," "Cambria," and "Hibernia"; they are built of steel, attain an exceptionally high speed, and are models of comfort and elegance. The trains run alongside the Steamers and are under cover, the Station having been extended to the Dock.

The Station Hotel, owned and managed by the Company, adjoins the Dock and Station; it will be found most comfortable and convenient by Passengers wishing to break their journey before proceeding to their destination or visiting North Wales. See page 20.

Manchester, Birmingham, Huddersfield, Leeds, York, Scarborough, Hull, Newcastle-on-Tyne. The London and North Western Route is the shortest from Liverpool and London to Manchester and Birmingham. The journey from Liverpool to Manchester is performed in 40 minutes; on week-days about 30 trains run each way. The journey from Liverpool to Birmingham occupies 2 hours 15 minutes. The journey from London to Birmingham is performed in about 2 hours, and that to Manchester in 3 hours 30 minutes.

Frequent Express Trains run from Liverpool to Huddersfield, Leeds, York, Scarborough, Hull, Newcastle-on-Tyne, and Stations on the East Coast.

London. Euston Station is the London and North Western Railway Company's London Terminus. It is located in the Euston Road, in the North-Western District of the Metropolis, near Gower Street Station of the Underground Railway, which affords great facilities of communication with all parts of London. It is within a short drive of Oxford Street, Covent Garden, the Strand, Charing Cross, the Criterion, Piccadilly Circus, and the following Hotels:—Alexandra, Bath, Bristol, Carlton, Cecil, Claridge's, Continental, First Avenue, Golden Cross, Grand, Hummum's, Inns of Court, Langham, Limmer's, Long's, Metropole, Morley's, Russell, Savoy, Tavistock, Victoria, &c.

The Euston Hotel, which adjoins Euston Station, is owned and managed by the Company, and will be found most comfortable. (See page 20.)

Southampton, Plymouth, and London Routes. For the information of Passengers adopting either of these routes, a special Folder, giving full information regarding the service of Trains to points on the London and North Western Railway and its connections, is issued and can be obtained at the Company's Offices, at the Offices of the American, North German Lloyd, Hamburg-American, Atlantic Transport and Wilson-Furness-Leyland Steamship Companies, and on board their Steamers. At Southampton, of G. E. HARRISON, District Traffic Superintendent, 12, Oriental Place (near Dock Gates). At Plymouth, of W. J. DOWNES, Agent, 10, Wimple Street.

Steamship Agents. Folders, Time Tables and Illustrated Guide Books and Tickets, from Liverpool, Queenstown and Glasgow to London, all Stations in Great Britain and Ireland, and to Paris, can be obtained at the Steamship Companies Offices in NEW YORK, BOSTON, PHILADELPHIA, BALTIMORE, CHICAGO, TORONTO, MONTREAL, QUEBEC, HALIFAX, and their Country Agencies.

Folders, Time Books and Illustrated Guide Books will be supplied free of charge on board the Steamers on application to the Purser or to the Stewards of the Saloon and Smoking Rooms, in which places they are exhibited.

Canadian Agency. NORMAN L. LUSHER, AGENT, 178, St. James Street, MONTREAL (Telephone No. 1507), from whom Tickets, Time Tables, Folders, Illustrated Guides, Maps and every information regarding the Company's Route, Trains, Fares, &c., can be obtained by Passengers sailing from Montreal, Quebec or Halifax for Ireland, Scotland, England or the European Continent.

TOURIST RESORTS

On the line of the London and North Western Ry.

To all the historic and interesting regions mentioned hereunder the LONDON AND NORTH WESTERN RAILWAY possesses the most unlimited access. Tickets embracing Tours to and from these places can be obtained at the Company's office in NEW YORK, at LIVERPOOL and LONDON, or at any of the *initial* stations given.

These supplementary Tours can be used in connection with through tickets from Queenstown, Liverpool, Glasgow and Edinburgh to London or *vice versa*.

North and Central Wales. The unrivalled picturesque and wild scenery of Wales, with its historical and romantic associations, lays a claim to the attention of the American traveller. The grandeur of its mountain passes, the beautiful vales, waterfalls, ferns and green foliage, can favourably be compared with Switzerland; while those stupendous monumental ruins of ancient grandeur, Conway, Carnarvon and Harlech Castles, surrounded as they are by modern civilisation, suggest a strange conflict of centuries, affording much food for admiration and thought. CHESTER is the key to this fascinating Tourist region.

The English Lakes. The beauties of the English Lake Country (the home of Wordsworth) are too well known to need eulogy here; small as is the space occupied by it on the map, yet its wild passes, rich valleys and charming lakes can hardly be passed unnoticed by the American traveller.

A tour of this interesting and poetic region, which is very easy of access, can be accomplished in a few days, and it will be found rich in subjects for the geologist, botanist and antiquary; whilst the ordinary tourist can either enjoy absolute rest, or be refreshed for future work by its invigorating mountain air and the balmy breezes from its many lovely lakes. This picturesque Tourist ground can be entered either from PENRITH, OXENHOLME JUNCTION for WINDERMERE or CARNFORTH.

Shakespeare's Country Few counties of England are so rich in historical and antiquarian interest and in natural beauty as Warwickshire. Foremost amongst the attractive places in that delightful county are Leamington, Warwick, Kenilworth and Stratford-on-Avon. The name of Kenilworth inevitably awakens memory of Amy Robsart and the Earl of Leicester, the fickle favourite of the Virgin Queen. The genius of Sir Walter Scott has enhanced the charms of this historical spot. Warwick Castle, a stately pile, full of recollections of the historic past, is described by Scott as "the finest monument of ancient and chivalrous splendour which remains uninjured by time." Stratford derives its world-wide popularity as the birth and resting place of the immortal bard, Shakespeare, whose works will endure as long as the language in which they are written.

STAFFORD, LICHFIELD, NUNEATON, RUGBY or LEAMINGTON are the several gateways by which the Tourist may enter this district.

Oxford and Cambridge. A special ticket is issued at the Company's office in New York and at LIVERPOOL (Riverside and Lime Street Stations) to LONDON (Euston) or *vice versa*, including Oxford and Cambridge, for the Universities, at the following rates:

FIRST CLASS.	SECOND CLASS.	THIRD CLASS.
33s. 6d. \$8.19	23s. 8d. \$5.78	19s. 0d. \$4.64

This ticket also permits stop-over privileges at other places *en route* between Liverpool and London, as shown on page 6.

L & N. W. Continental and General Booking Office, Piccadilly Circus, London, W.—Tickets issued and Tours arranged to Lake District, North Wales, Scotland, Ireland, &c.; all parts of the Continent *via* Calais, Boulogne, Dieppe, Ostend, Flushing, Antwerp, Rotterdam, &c.

PLACES OF INTEREST

REACHED BY THE

LONDON & NORTH WESTERN RY.

- ST. ALBANS.**—*Verulamium* of the Romans and its glorious Norman Abbey.
- OXFORD AND CAMBRIDGE**—The two great Universities of England, with their magnificent colleges, &c.
- NORTHAMPTON**—Widely known for its manufactories of boots and shoes, &c. Junction for PETERBORO', renowned for its noble Cathedral of Norman architecture, founded A.D. 660.
- BLISWORTH**—Junction for STRATFORD-ON-AVON, and Morton Pinkney for Sulgrave, the ancestral home of George Washington.
- RUGBY**—For its great Public Schools, of which the noted Dr. Thomas Arnold was head master from 1828 to 1842. These schools are also associated with the popular book "Tom Brown's Schooldays." Junction for Peterboro', Coventry, Kenilworth, Warwick, Leamington, Birmingham, Wolverhampton, &c.
- LEAMINGTON**—Royal Spa, the centre of England, marked by an emblematic oak tree; reference to its royal pump-room and baths is made by Charles Dickens in his "Pickwick Papers." This is the most convenient place for visiting STRATFORD-ON-AVON.
- STRATFORD-ON-AVON**—Famous as the birthplace of the immortal bard, Shakespeare. His remains are interred in the old Stratford Church by the Avon.
- WARWICK (Milverton)**—For the stately Castle and its beautiful grounds described by Sir Walter Scott as "the finest monument of ancient and chivalrous splendour which remains uninjured by time."
- KENILWORTH**—For its imposing ruins of the Elizabethan period, to which the immortal genius of Sir Walter Scott has lent new charms by his novel "Kenilworth." It will call to the minds of many travellers historic incidents connected with the lives of the Virgin Queen, Amy Robsart, and the Earl of Leicester.
- COVENTRY**—The City of the Three Spires, made famous by Lady Godiva and the legend of Peeping Tom; also for St. Mary's Hall, the finest specimen of English 15th century architecture extant.
- BIRMINGHAM**—The World's centre for hardware manufactories. Queen's Hotel is very comfortable.
- LICHFIELD**—For its wonderful and imposing Cathedral with three spires; also Dr. Johnson's House, at the west side of the Market Place, where the celebrated lexicographer of that name was born on the 7th September, 1709. Connecting point for Derby, Matlock, Rowsley, Chatsworth, and Haddon Hall.
- STAFFORD**—For Castle. Junction for Shrewsbury, Central and South Wales.
- CREWE**—The seat of the great Locomotive Works of the London and North Western Railway, the largest in the world, employing over 8,000 men, independently of those connected with the running of Locomotive Engines, who number 1,300 in this town alone. Crewe Arms Hotel adjoins the Station.
- CHESTER**—*Civitas Legionum* of the Romans, its ancient Cathedral; the old Roman Walls, grey with the memories of 2,000 years; Eaton Hall, the palatial residence of the Duke of Westminster, and Hawarden Castle, the residence of the late Rt. Hon. W. E. Gladstone.
- HOLYHEAD** (Isle of Anglesey)—Port of departure and arrival of Irish Mail Steamers and London and North Western Railway Company's Express Steamers connecting with Dublin. The Station Hotel adjoins the Quay.
- MANCHESTER**—The great centre of the cotton industry. Connecting point for LEEDS, HUDDERSFIELD, and other Stations in the North-Eastern District.
-
- NORTH WALES**—Rhyl, Conway, Llandudno, Bettws-y-Coed, Blaenau-Festiniog Narrow Gauge Railway, Llanberis, Carnarvon Castle, Bangor, &c., &c.
- ENGLISH LAKES**—Of Cumberland and Westmoreland, Windermere, Furness Abbey, &c., &c.
- SCOTLAND**—Glasgow, Edinburgh, Oban, Inverness, Aberdeen, Balmoral, the Scottish Lakes, the Caledonian Canal, Staffa, Iona, The Trossachs, the Kyles of Bute, the Clyde, &c.
- IRELAND**—Cork, the Lakes of Killarney, Dublin, Glendalough, Vale of Avoca, Connemara, Belfast, Greenore for Carlingford Lough, the Giant's Causeway, &c.

IRELAND.

Queenstown.

THE GREAT SOUTHERN & WESTERN RAILWAY COMPANY'S NEW SALOON TENDERS, fitted with all modern appliances and lighted by electricity, ply between the American liners and the Railway Station at Queenstown, affording passengers every comfort and ease in disembarking at that port.

Special Train Service from Queenstown. **Passengers**

from America for Great Britain or the Continent, landing at Queenstown, can avail themselves of a **Special Train Service from Queenstown**, as follows: Should a steamer from New York land passengers at Queenstown at an hour when the Ordinary Train Service does not suit (of which the Company is to be the judge) connections to Dublin, &c., a Special Train will, if found necessary, be run, provided the passengers offer in sufficient numbers. Time will be allowed for clearing baggage through Custom House at Queenstown.

THROUGH CARRIAGES RUN BETWEEN QUEENSTOWN AND KINGSTOWN. Baggage checked through. Dining and Breakfast Cars. Saloon and Lavatory Carriages.

IRISH MAIL SERVICE

QUEENSTOWN TO LONDON
via DUBLIN, KINGSTOWN & HOLYHEAD.

504 miles in about 15 hours. Sea passage, 2½ hours.

	WEEK DAYS.			SUNDAYS.	
	p.m.	p.m.	p.m.	p.m.	p.m.
Queenstown (Irish Time).....dep.	† 3.00	9.15	9.15	1.30	9.15
Dublin } Kingsbridge Station.....arr.	7.25	4.10	4.10	7.15	4.10
	† } Westland Row Station...dep.	7.45	8.00	7.45	8.00
Kingstown Pier.....,,	8.15	8.15	8.15	8.15	8.15
Holyhead (English Time).....	{ arr.	12.10	11.50	12.10	11.50
	{ dep.	*12.22	†12.00	*12.22	†12.00
London (Euston Station).....arr.	Irish (Dublin) Time.	a.m.	p.m.	a.m.	p.m.
		6.10	5.40	6.10	5.40

* A Sleeping Car is attached to this train from Holyhead to London, Seven Shillings and Sixpence per berth in addition to First-class Fare.

† There is a through Carriage between Queenstown and Kingstown Stations by the 3.00 p.m. on week days, and Baggage is labelled through; but passengers travelling by the 9.15 p.m. train must cross Dublin from Kingsbridge Station to Westland Row Station with their Baggage, at their own expense.

¶ Luncheon Cars for First, Second, and Third Class Passengers.

‡ First, Second, and Third Class Passengers join Dining Cars at Crewe.

W. Stirling, 17, Westbourne Place, Queenstown, the London & North Western Railway Co.'s Agent, visits the Atlantic Steamers calling at that Port; he will place himself at the disposal of Passengers landing at that port *en route* to Great Britain, assist them in clearing their Baggage through the Customs, make the necessary arrangements for their travelling comfort, **issue tickets to all points**, and afford every information required.

ROUTES AND RATES.

Queenstown to Dublin and London, INCLUDING CORK, GLENGARRIFF, KILLARNEY, CHESTER, &c.

English Currency.			ROUTES.	American Currency.		
1st Cl.	2nd Cl.	3rd Cl.		1st Cl.	2nd Cl.	3rd Cl.
s. d.	s. d.	s. d.		\$ c.	\$ c.	\$ c.
30 10	23 4	14 5	1.—Queenstown, Cork, Mallow, Dublin.	7 5	5 70	3 52
43 4	32 10	20 2	2.—Queenstown, Cork, Mallow, Killarney, Dublin.	10 58	8 02	4 93
53 10	44 9	30 6	3.—Queenstown, Cork, Bantry (Coach), Glengarriff (Coach), Killarney, Dublin.	13 14	10 93	7 46
62 6	*48 4	26 3	4.—Queenstown, Cork, Mallow, Dublin (North Wall), Holyhead, Chester, London.	15 25	*11 80	6 41
66 0	48 4	31 9	Same route <i>via</i> Westland Row.	16 11	11 80	7 75
75 0	*57 10	32 0	5.—Queenstown, Cork, Mallow, Killarney, Dublin (North Wall), Holyhead, Chester, London.	18 30	14 12	7 82
78 6	57 10	37 0	Same route <i>via</i> Westland Row.	19 16	14 12	9 16
87 7	*71 3	44 7	6.—Queenstown, Cork, Bantry (Coach), Glengarriff (Coach), Killarney, Dublin (North Wall), Holyhead, Chester, London.	21 38	17 40	10 89
91 1	71 3	50 1	Same route <i>via</i> Westland Row.	22 23	17 40	12 23

*First Class on Boat crossing Irish Channel.

Tickets reading to London afford the privilege of stop-overs at Leamington (for Stratford-on-Avon), Warwick, Kenilworth, Rugby, &c.

Tickets good for three months from date of issue at New York Office.

IRELAND—Continued.

EXPRESS SERVICE.

DUBLIN TO LONDON, &c.,
Via NORTH WALL & HOLYHEAD.

WEEK DAYS.—NO SUNDAY SERVICE.

Dublin (North Wall) (Irish Time)	dep.	11 00 a.m.	9 30 p.m.
Holyhead (English Time)	arr.	3 00 p.m.	11 35 a.m.
Manchester (Exchange)	"	6 27 "	5 30 "
Birmingham	"	7 26 "	6 05 "
London (Euston)	"	8 50 "	7 30 "

* Tea and Dining Car, Holyhead to London.

† Sleeping Car, Holyhead to London.

The Company's **NORTH WESTERN HOTEL**, situated at North Wall, adjoining the landing place of the Holyhead Steamers, will be found most convenient and comfortable. (See page 20.)

H. G. Burgess, the Company's District Traffic Manager, North Wall, Dublin, will give passengers proceeding to England all the information they may require, and make the necessary arrangements to insure their comfort while travelling on the London & North Western Railway Company's Lines.

Londonderry. The Anchor and Allan State Line Steamers call at Moville, at the entrance of Lough Foyle, about 15 miles from Londonderry, and land Mails and Passengers at Londonderry by Tender. The celebrated Giant's Causeway is situated near Portrush, about one hour from Londonderry.

Every Tuesday and Friday at 4.00 p.m. a luxuriously-fitted steamer leaves Londonderry for Fleetwood, direct; fare one way, 12s. 6d. First Class. Full information at any of the Company's Offices, or from Mr. R. Woodney, L. & N. W. Agent, Waterloo Place, Londonderry.

On week days the Through Services from Londonderry to London are as follows. (For fares, routes and stop-over privileges, see pages 5 and 6.)

WEEK DAY SERVICE FROM LONDONDERRY TO LONDON.

		Via Dublin, Kingstown, and Holyhead.	Via Greenore and Holyhead.	Via Larne and Stranraer.
Londonderry (Waterside Station)....	dep.	....	....	4 00 p.m.
(Irish Time) { Foyle Road Station ..	"	13 30 p.m.	19 30 p.m.	5 00 p.m.
Larne Harbour	arr.	....	....	7 15 p.m.
Stranraer Harbour (English Time) {	arr.	....	....	9 48 "
dep.	....	....	....	10 03 "
Greenore	arr.	....	8 20 p.m.	....
dep.	....	....	8 30 "	....
Dublin { Amiens Street Station arr.	7 35 p.m.	5 10 a.m.	....	....
(Irish Time) { Westland Row Station dep.	7 45 "	8 00 "	....	....
Kingstown Pier	8 15 "	8 15 "	....	....
arr.	12 10 a.m.	11 50 "	1 30 a.m.	....
Holyhead (English Time)	dep.	noon p.m.	....	....
London, Euston Station	arr.	12 22 "	12 00 1 00	2 00 "
		6 10 "	5 40 8 20	7 30 "
			W. Days. Sun.	7 10 a.m.

* Sleeping Cars to London, 7s. 6d. per berth in addition to First Class Fares.

† This train runs through to Kingstown across Dublin, and baggage can be labelled through to destination.

‡ Runs also on Sundays.

Passengers landing at Queenstown or Londonderry and visiting Ireland can proceed to England or Scotland, via Belfast, via Greenore, or via Dublin; by these Routes the London & North Western Railway Company offer the Services given hereafter:—

Belfast. Via Fleetwood—By their own Steamers, which perform the passage from Belfast to Fleetwood in 8 hours 10 minutes; depart from Belfast daily (week-days, except Saturdays) at 9.15 p.m., arrive in London at 10.50 a.m. (Breakfast Car Express). On Saturday nights leave Belfast 11.40, and arrives London (Euston) at 12.40 noon on Sundays. Agent, **A. T. Cotton**, 20, Donegal Quay. See Time Table Book for full particulars.

Via Greenore and Holyhead—By their own Steamers, which perform the passage from Greenore to Holyhead in 5 hours; depart from Belfast (Great Victoria Street Station) daily, except Sundays, at 7.00 p.m., arrive in London at 7.30 a.m. Sleeping Cars, Holyhead to London.

Via Larne and Stranraer—Sea passage under 2 hours; depart from Belfast (York Road Station) daily at 6.30 p.m., arrive in London at 7.10 a.m. Passengers wishing to travel by the London & North Western Railway Company's Fast Express Trains in England should ask for tickets by that line. A Sleeping Car runs from Stranraer to London (Euston Station) by this train, 7s. 6d. per berth in addition to First Class Fares.

Via Dublin and Holyhead—From Belfast (Great Victoria Street Station) daily at 5.00 p.m. by Great Northern of Ireland Railway to Dublin, and thence daily by the City of Dublin Steam Packet Company's celebrated Royal Mail Steamers, via Kingstown; or daily (except Sundays) by the London & North Western Railway Company's Steamers, via North Wall, leaving Belfast at 7.30 a.m. and 5.00 p.m. A day-light service between Belfast and London, via Dublin (North Wall) and Holyhead, is now in operation. Belfast depart 7.30 a.m., Dublin (by Steamer) depart 11.00 a.m., London arrive 8.50 p.m.

Greenore. The London & North Western Railway Company run between Greenore and Holyhead a daily service of Steamers which perform the passage in 4 hours 35 minutes. The Greenore and Holyhead Route is the most picturesque and affords the shortest and quickest mode of communication between the North-West of Ireland and Wales and the Centre and South of England.

The Steamers leave Greenore on weekdays (except Sundays) at 8.30 p.m., arriving at Holyhead at 1.30 a.m. Sleeping Saloon on train in connection Holyhead to London.

The **Greenore Hotel**, located opposite the Landing Pier of the Holyhead Steamers under the management of the Company. (See page 20.)

J. G. Ramsden, Traffic Superintendent, will give passengers proceeding to England all the information they may require, and make the necessary arrangements to insure their comfort while travelling on the Company's Lines.

PARIS SERVICES FROM LONDON BY ALL ROUTES. PARIS

(Liable to alteration without notice.)

LONDON STATION.	SOUTH EASTERN & CHATHAM RY.					L.B. & S.C. RY.		L & SW RY.
	Via Dover and Calais. 283 miles.			Via Folkestone and Boulogne. 255 miles.		Via Newhaven and Dieppe. 245 miles.		Via South- ampton & Havre 341 mls.
Depart.	Mail. 1 & 2 Cl. (Daily) a.m.	Expr'ss 1 & 2 Cl. (Daily)	Mail. 1,2,3 Cl. (Daily) p.m.	Expr'ss 1,2,3 Cl. (Daily) a.m.	Expr'ss 1,2,3 Cl. (Daily) p.m.	Mail. 1 & 2 Cl. (Daily)	Mail. 1,2,3 Cl. (Daily)	1 & 2 Cl. (Daily ex. Sun.)
CHARING CROSS	9 00	....	9 00	10 00	2 20	....	....	....
CANNON STREET ...	9 05	a.m.	9 05	....	....	....	....	....
HOLBORN .....	....	11 00	....	....	....	....	....	....
VICTORIA, S. E. & C. ....	....	11 00	....	....	....	a.m.	p.m.	....
VICTORIA, L. B. & S. C. ....	....	....	....	....	....	10 00	\$9 10	p.m.
WATERLOO .....	....	....	....	....	....	....	....	9 50
Arrive								
PARIS	p.m. 4 45	p.m. 6 45	a.m. 5 50	p.m. 5 49	p.m. 9 15	p.m. 6 43	a.m. 7 05	a.m. 11 14

* Third Class passengers arrive at Paris 11.25 p.m. \$ Leaves 8.45 p.m. on and after April 1st, 1908.

RATES.

LIVERPOOL, LONDON, & PARIS.

AMERICAN CURRENCY.						ROUTE.	ENGLISH CURRENCY.						
SINGLE.			ROUND TRIP.				SINGLE.			ROUND TRIP.			
1st	2nd	3rd	1st	2nd	3rd		1st	2nd	3rd	1st	2nd	3rd	
¢ c.	¢ c.	¢ c.	¢ c.	¢ c.	¢ c.	FROM	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	
20 91	14 73	10 31	*37 52	*25 87	*17 94	LIVERPOOL.							
10 64	7 53	5 37	..	..	..	Via Dover and Calais ..	85	8 60	4 42	3	*153 9	*106 0	*73 6
19 28	13 51	9 58	*35 59	24 20	17 19	(a) " Folke'sne & Boulogne ..	43	7 30	10 22	0	..	..	..
16 50	11 88	8 57	130 32	120 32	116 17	" " Folke'sne & Boulogne ..	79	0 55	4 39	3	145 10	99 2	70 5
..	..	..	*131 85	*121 38	*16 90	" " Newhaven & Dieppe ..	67	7 48	8 35	1	124 3	83 3	66 3
15 34	11 11	..	27 98	18 75	..	" " Southampton	62	10 45	6	..	*130 6	*187 7	*169 3
						FROM	..	..	..	..	..	..	..
						LONDON.							
13 83	9 68	6 29	*23 37	*17 04	*9 89	Via Dover and Calais ..	56	8 39	8 25	9	*95 9	*69 10	*40 6
7 11	5 01	3 35	..	..	..	(a) " " " " " " ..	29	1 20	6 13	9	..	..	..
12 20	8 47	5 56	21 44	15 38	9 13	" " Folke'sne & Boulogne ..	50	0 34	8 22	9	87 10	63 0	37 5
9 42	6 84	4 54	x16 17	x11 49	x8 13	" " Newhaven & Dieppe ..	38	7 28	0 18	7	66x 3	47x 1	33x 3
..	..	..	*17 69	*12 58	*8 85	" " Southampton	..	..	..	..	*172 6	*151 5	*136 3
8 27	6 06	..	13 83	9 93	..	..	33	10 24	10	..	56 8	40 8	..

* Available to return via Boulogne and Folkestone.
x Available one month from London.

; Available two months from London.
(a) Children under seven years.

VALIDITY.

LIVERPOOL and LONDON—

Single Tickets, three months; Round Trip, six months from New York.

LONDON and PARIS—

Single Tickets, seven days from London. Round Trip, via Dover or Folkestone, six months from New York; via Newhaven, one or two months from London; via Southampton, one month from London.

MIXED CLASS TICKETS.

Any class ticket between Liverpool and London can be used in combination with First, Second, or Third Class Ticket London and Paris.

CHILDREN.

Tickets issued at special rates according to age.

Passengers holding Second or Third Class Tickets can travel First Class (Saloon) on the Channel Steamers on payment of the following small additional Fares on Board:—Via Dover and Calais or Folkestone and Boulogne, Second Class to First Class, 49c. (2s.); Third Class to First Class, 74c. (3s.); via Newhaven and Dieppe, Second Class to First Class by Day or Night Service \$1.22 (5s.); Third Class to Second Class by Night Service only, 86c. (3s. 6d.); via Southampton and Havre, Second Class to First Class Single, \$1.22 (5s.); Return Trip, \$1.96 (8s.).

Through Tickets from Liverpool to Paris by the Routes given above are issued at the London & North Western Railway Company's Office, 237, Fifth Avenue (near 30th Street), New York; or if not purchased in America can be procured at the London & North Western Railway Ticket Offices, Riverside and Lime Street Stations, Liverpool.

TRAVELLERS RETURNING TO AMERICA.

A SCHEDULE OF TRAINS from LONDON to LIVERPOOL appointed to convey Saloon Passengers for Steamers leaving LIVERPOOL for the UNITED STATES and CANADA is published monthly, and can be obtained at the Offices of the Company in London, and at those of the Steamship Companies in London and Paris.

TICKETS from LONDON to LIVERPOOL can be obtained at all the Company's London Offices, and also at the LONDON and PARIS Offices of the Steamship Companies.

SPECIAL FAST VESTIBULED TRAINS, composed of luxurious Saloons, Luncheon or Dining Cars, performing the journey under 4 hours, are run on Wednesdays and Saturdays from Euston direct to Riverside Station, adjoining the Landing Stage at Liverpool, connecting with the Cunard and White Star Companies' Steamers for New York. **See special announcements.**

Passengers who wish to leave LONDON on the day previous to that of sailing from LIVERPOOL and stop at the Company's Lime Street Station Hotel at that port, can take advantage of the frequent ordinary quick service of trains from London (Euston) to Liverpool. Consult current time table.

BAGGAGE ARRANGEMENTS. Baggage of Passengers who have procured their Tickets from LONDON to LIVERPOOL can be checked on the American system from LONDON to LIVERPOOL delivered on the Steamer; the charge for checking is 6d. per package. They will find the Baggage marked "WANTED" or "STATEROOM" on board the Steamer, and that marked "NOT WANTED" or "HOLD" at the Dock in New York on landing.

Passengers must be careful to attach to each package of Checked Baggage a strong Label bearing their Name, and the Name, Date of Sailing, and Destination of Steamer; also to affix "Stateroom" or "Hold" Labels, as the case may be (these Labels can be obtained from the Steamship Companies). Orders for checking Baggage can be left at any of the Company's Offices in LONDON; ask for Special "CHECKING of BAGGAGE" Circular, to be obtained also at the Offices of the Steamship Companies sailing from Liverpool.

The Station Master, Euston Station, LONDON, will, when desired, call on Travellers to make arrangements for their journey to America, collect Baggage, provide Private Omnibuses in LONDON, engage Seats (free of charge) in Drawing-room Cars, Private Compartments, and Saloon Cars for Parties, secure Rooms at the LIVERPOOL Lime Street Station Hotel, Private Omnibuses at LIVERPOOL, Berths in Sleeping Cars to LIVERPOOL (5s. each) or to HOLYHEAD (7s. 6d. each) in the IRISH MAIL TRAIN (for QUEENSTOWN or LONDONDERRY), and Cabins on the Mail Steamers from HOLYHEAD to KINGSTOWN.

Continental Europe and Eastern Travel.

Through Tickets to PARIS by the various routes are issued at the LONDON AND NORTH WESTERN RAILWAY COMPANY'S Office, 287, Fifth Avenue (near 30th Street), New York. For Routes and Fares, see page 15. Information and Rates to all parts of France, Belgium, Holland, Denmark, Norway, Sweden, The Rhine, Germany, Switzerland, Austria, Italy, Spain, Algeria, Tunis, Egypt, Palestine, Turkey, Greece, and around the World on application.

The LONDON AND NORTH WESTERN RAILWAY COMPANY have established their own office in

PARIS—H. Waters, Agent, 30, Boulevard des Italiens.

The Company's Representative will furnish information to travellers intending to visit places in England, Scotland, Wales, and Ireland, and is also prepared to deal with all matters connected with the transit of merchandise

FREIGHT TRAFFIC.

The Freight (Goods) carrying facilities of the London and North Western Company extend over the greater part of the UNITED KINGDOM, and Express Through Freight (Goods) Trains have been established between all the chief commercial centres to ensure the quickest transit for Merchandise, Live Stock and General Produce Traffic.

Liverpool and Birkenhead. The Company's Waterloo, Wapping, Canada Dock, and Alexandra Dock Goods Stations in Liverpool are all in connection with the Dock Main Line of Rails, giving access to the various Docks and Dock Warehouses, where goods can be loaded and discharged direct to or from the Railway Cars.

The Company has three extensive Timber Depôts at the Brunswick Dock, Canada Dock and Alexandra Dock Stations, with every facility for handling Timber.

At Birkenhead, on the opposite side of the river to Liverpool, the Company has a large Goods and Mineral Station.

Goods should be consigned to the care of the London and North Western Company, Liverpool, either on through or local Bills of Lading; they will be promptly attended to on arrival, and forwarded to destination or warehoused, as the Consignor may desire.

The Company pays freight, clears through Customs, or forwards under bond Goods imported into Liverpool. Bills of Lading, in the body of which the name of the "London and North Western Company" should be specified, should be mailed to the Goods Manager for Liverpool and Birkenhead, T. SHAW, WATERLOO STATION, LIVERPOOL.

Garston. The Company has at present two Docks at Garston, on the Mersey, fitted with Hydraulic Cranes and all other modern appliances for the reception and shipment of Merchandise, affording accommodation to Steamers of a carrying capacity up to 5,000 tons.

A third Dock is in course of construction, practically doubling the existing accommodation. When this Dock is completed it is anticipated the Company will be able to deal with Steamers of a carrying capacity of 10,000 tons.

Full particulars as to Rates, &c., may be obtained on application to S. H. HUNT, DISTRICT TRAFFIC SUPERINTENDENT, GARSTON DOCK.

London. The Company's principal Goods Stations in London are Broad Street, Camden, Haydon Square and Poplar.

Warehouses for the convenience of traders, and special warehouses are provided for American provisions.

Export Traffic. For the convenience of the Shipping Traffic to London, the Company has access by Cars alongside the East, West, and South-West India, Millwall, Victoria, Albert and Tilbury Docks.

Imported Goods can be loaded direct from the various Docks to any Railway Station on the London and North Western Railway or their connections.

Royal Victoria and Albert Docks. Merchants should consign direct to the London and North Western Railway, Victoria Docks, all goods intended to be shipped by Vessels loading in these Docks.

Tilbury Docks. The Company has a service of Trains direct to and from the Docks.

Bills of Lading should be endorsed and mailed direct to the Goods Superintendent for London and District, I. T. WILLIAMS, BROAD STREET STATION, LONDON, E.C.

Bristol. The Company possesses every facility for dealing with Import and Export Traffic. Orders for collection and delivery to be addressed to the London and North Western Railway Agent, 50, VICTORIA STREET, BRISTOL.

Hull. The Company has its own Freight Depôt at Hull, convenient to deal with all kinds of Shipping Traffic. Freight cleared through Customs and forwarded to destination; also accommodation for warehousing merchandise. Bills of Lading and communications should be addressed to H. B. TAYLOR, DISTRICT FREIGHT MANAGER, LONDON AND NORTH WESTERN RAILWAY, CENTRAL STATION, LEEDS.

Bonded Warehouses. At London (Haydon Square), Birmingham, Burton, Chester, Manchester, Wigan, Leicester, Leeds, Swansea, Wolverhampton, and Dudley Stations, the Company has Bonded Warehouses for the Storage of Wines and Spirits, and at Birmingham (Curzon Street Station) and Haydon Square for Cigars, Tobacco, Dried Fruit, &c.

To ensure Freight (Goods) travelling by the London and North Western Route, the words "Via London and North Western Railway" should be inserted on all orders or forwarding instructions.

Rates and all information can be obtained from the Company's General Passenger and Freight Agent for North America, A. G. WAND, 287, FIFTH AVENUE, NEW YORK, or from FRANK REE, CHIEF GOODS MANAGER, LONDON AND NORTH WESTERN RAILWAY, EUSTON STATION, LONDON.

SINGLE FARES FROM LONDON.

To Principal Centres in Europe.

(Subject to alteration.)

To arrive at a through rate from Liverpool, Glasgow, Queenstown, or Londonderry to a point given below add local fare from foregoing Port to London, published on page 5.

Rates to other Continental points and all information can be obtained at the L. & N. W. Ry. Co.'s office, 287, Fifth Avenue (near 30th Street), New York, also at the Company's Continental and General Ticket Office, 34-36, Piccadilly Circus, London.

	1st Cl.	2nd Cl.		1st Cl.	2nd Cl.
Amsterdam			Marienbad		
Via Harwich, Hook of Holland	\$ c. 9 05	\$ c. 6 23	Via Calais and Nuremberg...	32 92	24 30
Via Queenboro' Pier, Flushing	9 05	6 23	Via Dover, Ostend, Nuremberg	31 42	22 62
Antwerp			Via Harwich, Hook of Holland	26 15	16 39
Via Calais and Lille	12 65	9 03	Marseilles		
Via Dover, Ostend	9 67	7 08	Via Dover, Calais, Paris ...	32 92	22 61
Via Harwich and Direct Steamer	6 35	3 66	Via Newhaven, Dieppe, Paris	28 60	19 88
Bayreuth			Milan		
Via Dover, Calais, Brussels, Cologne	31 42	22 29	Via Dover, Calais, Paris (or Laon)	34 23	23 73
Via Dover, Ostend, Cologne	28 90	20 60	Via Dover, Ostend, Bâle ...	33 90	24 85
Via Queenboro' Pier, Flushing	23 41	15 05	Via Newhaven, Dieppe, Paris, Turin	30 16	21 22
Via Harwich, Hook of Holland	23 41	15 05	Munich		
Berlin			Via Dover, Calais, Cologne	33 41	24 04
Via Dover, Calais, Brussels...	27 56	18 35	Via Calais, Paris	31 64	21 27
Via Dover, Ostend	25 04	16 63	Via Dover, Ostend, Cologne	30 91	22 35
Via Queenboro' Pier, Flushing	20 34	13 53	Via Harwich, Hook of Holland, Stuttgart	25 44	15 93
Via Harwich, Hook of Holland	20 34	13 53	Via Queenboro' Pier, Flushing	25 44	15 93
Biarritz			Naples		
Via Dover, Calais, Bordeaux	31 44	21 62	Via Dover, Calais, Turin, Genoa	43 40	29 45
Via Newhaven, Dieppe, Bordeaux... ..	27 11	18 85	Via Newhaven, Dieppe, Paris, Turin, Foggia	39 90	27 27
Bordeaux			Paris —See page 15.		
Via Dover, Calais, Paris ...	26 88	18 55	Rome		
Via Newhaven, Dieppe, Paris	22 55	15 80	Via Dover, Calais, Turin, Genoa	41 85	28 39
Brussels			Via Newhaven, Dieppe, Turin, Genoa	37 68	26 69
Via Dover, Calais, Lille ...	11 95	8 54	Rotterdam		
Via Dover, Ostend, Ghent ...	9 48	6 92	Via Harwich, Hook of Holland	7 68	4 90
Via Harwich, Antwerp... ..	7 63	4 70	Stockholm		
Carlsbad			Via Queenboro' Pier, Flushing, Hamburg	24 14	23 16
Via Dover, Calais, Brussels...	34 65	24 85	Via Harwich, Hook of Holland, Hamburg	34 14	23 16
Via Dover, Ostend, Cologne	32 13	23 16	St. Petersburg		
Via Queenboro' Pier, Flushing	26 60	16 76	Via Dover, Calais, Berlin ...	59 58	42 12
Via Harwich, Hook of Holland	26 60	16 76	Via Dover, Ostend, Berlin ...	57 06	40 41
Copenhagen			Via Queenboro' Pier, Flushing	52 28	36 52
Via Dover, Calais, Hamburg	34 86	25 10	Via Harwich, Hook of Holland	52 28	36 52
Via Dover, Ostend, Hamburg	32 33	23 39	The Hague		
Via Harwich, Hook of Holland, Kiel, Korsor	24 26	16 94	Via Harwich, Hook of Holland	8 02	5 47
Via Queenboro' Pier, Flushing, Kiel, Korsor	24 26	16 94	Via Queenboro' Pier, Flushing	8 02	5 47
Dresden			Venice		
Via Dover, Calais, Brussels...	29 12	19 52	Via Dover, Calais, Paris ...	40 00	27 66
Via Dover, Ostend, Brussels	26 60	17 84	Via Newhaven, Dieppe, Paris, Bâle	35 69	24 89
Via Queenboro' Pier, Flushing	22 98	14 99	Vienna		
Via Harwich, Hook of Holland	22 98	14 99	Via Dover, Calais, Paris ...	47 12	32 64
Florence			Via Dover, Calais, Brussels, Cologne	42 26	29 85
Via Dover, Calais, Turin, Bologna	40 00	27 25	Via Dover, Ostend, Cologne	39 76	26 17
Via Dover, Calais, Turin, Genoa	39 23	26 82	Via Queenboro' Pier, Flushing	34 10	21 52
Via Newhaven, Dieppe, Paris, Turin, Bologna	35 73	24 57	Via Harwich, Hook of Holland	34 10	21 52
Geneva			Via Newhaven, Dieppe, Paris	41 08	28 09
Via Dover, Calais, Paris ...	27 72	19 10	Zurich		
Via Newhaven, Dieppe, Paris	23 45	16 39	Via Dover, Calais, Laon, Bâle	25 85	17 96
Via Harwich, Antwerp... ..	24 99	16 50	Via Newhaven, Dieppe, Paris, Bâle	23 04	16 11
Genoa			Via Dover, Calais, Brussels...	24 99	17 08
Via Calais or Boulogne, Paris	35 32	24 35	Via Dover, Ostend, Brussels	22 76	15 58
Via Newhaven, Dieppe, Paris	31 05	21 66	Via Queenboro' Pier, Flushing	24 73	15 93
Heidelberg			Via Harwich, Hook of Holland	24 73	15 93
Via Dover, Calais, Brussels...	24 32	17 43			
Via Dover, Ostend, Cologne	21 86	15 82			
Via Queenboro' Pier, Flushing	17 63	11 53			
Via Harwich, Hook of Holland	17 63	11 53			
Lucerne					
Via Dover, Calais, Laon, Delle	26 05	18 08			
Via Calais, Brussels, Bâle ...	23 14	17 21			
Via Ostend, Brussels, Bâle...	12 92	15 70			
Via Flushing, Bâle... ..	24 89	16 05			
Via Newhaven, Dieppe, Paris	23 18	16 19			
Via Harwich, Antwerp, Metz, Bâle	21 19	13 69			

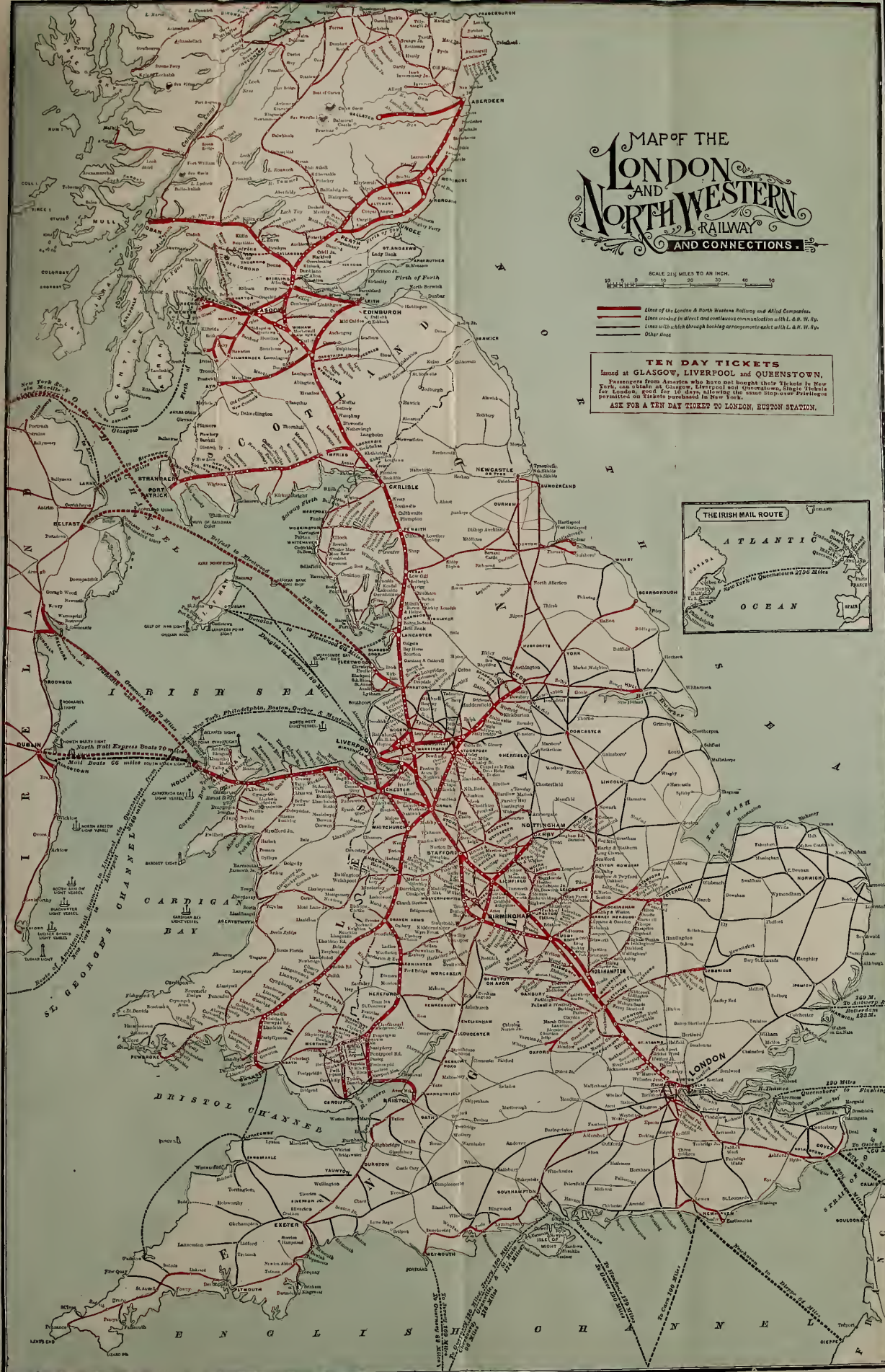
For all Tickets to the Continent and general information, apply to the Continental and General Passenger Booking Office, L. & N. W. Ry., Piccadilly Circus, London, W.

MAP OF THE LONDON AND NORTH WESTERN RAILWAY AND CONNECTIONS.

SCALE 2 1/2 MILES TO AN INCH.

- Lines of the London & North Western Railway and Allied Companies.
- Lines worked in direct and continuous communication with L. & N. W. Ry.
- Lines with which through booking arrangements exist with L. & N. W. Ry.
- Other lines.

TEN DAY TICKETS
Issued at GLASGOW, LIVERPOOL and QUEENSTOWN.
Passengers from America who have not bought their Tickets in New York, can obtain at Glasgow, Liverpool and Queenstown, Single Tickets for London, good for 10 days, allowing the usual stop-over privileges permitted on Tickets purchased in New York.
ASK FOR A TEN DAY TICKET TO LONDON, EUSTON STATION.



ALLAN LINE ROYAL MAIL STEAMSHIP CO.,

LIMITED.

MONTREAL TO LIVERPOOL.

Fast Triple and Twin Screw Steamers.

VICTORIAN } 12,000 tons,	CORSICAN, new Twin Screws, 11,000 tons.
VIRGINIAN } Turbine Engines.	GRAMPIAN, " " 10,000 "
	TUNISIAN, Twin Screws, 10,575 tons.

These magnificent Steamers sail from Liverpool, Montreal, and Quebec every Thursday or Friday.

Time of passage between Liverpool and Quebec, 6 days 10 hours.

The Steamers are amongst the best equipped vessels afloat, both with reference to safeguards from accidents and the comfort of the passengers.

The Turbine Engines are noiseless, and without the vibration which, on other steamers is sometimes a cause of discomfort to Passengers. Bilge or side keels reduce the rolling motion to a minimum. Electric lights, of which there is an abundant installation throughout the ship, illuminate the vessel perfectly. Radiators diffuse warmth in all apartments as required.

The baths and toilet arrangements, as well as the Cuisine, are such as may be found in the most modern and highest class hotels.

The St. Lawrence Route ensures three out of the seven days smooth sailing in the St. Lawrence River and Gulf. Close connection made at Liverpool with the Landing Stage Branch of the L. & N. W. Ry. Trains for London and other points. No expense in making transfer from steamer to train or *vice versa*.

Rates of passage very moderate. Apply to any agent, or

H. & A. ALLEN, Montreal.

Dominion Line Royal Mail Steamships.

MONTREAL TO LIVERPOOL IN SUMMER.

HALIFAX AND PORTLAND TO LIVERPOOL IN WINTER.

CANADA, 10,000 tons, Twin Screw.	KENSINGTON, 8,669 tons, Twin Screw.
DOMINION, 7,008 " " "	SOUTHWARK, 8,607 " " "
	OTTAWA, 5,000 tons.

Sailing from MONTREAL every Saturday and from LIVERPOOL every Thursday in Summer.

From PORTLAND every Saturday and from LIVERPOOL every Thursday in Winter.

Mid-ship Saloons. Electric Light. Spacious Promenade Decks.

These Steamers have very superior passenger accommodation.

The *Ottawa* holds the record for having made the fastest passage between Montreal and Liverpool. The *Canada* is one of the fastest Steamers in the Canadian Trade.

Passengers landed at Liverpool, Riverside Station of the London and North Western Railway, from where quick despatch is given to their destination.

Try the popular St. Lawrence route to Europe with its 900 miles of River and Gulf scenery before the Atlantic is reached.

For Rates of passage and all information, apply to the local agents of the Company, or at the Company's Offices:—

BOSTON, 84, State Street.

PORTLAND, 1, India Street.

CHICAGO, 90, Dearborn Street.

QUEBEC, 83, Dalhousie Street.

MONTREAL, 17, St. Sacrament Street.

Canadian Pacific Royal Mail Steamship Lines.

ATLANTIC SERVICE.

REGULAR WEEKLY SERVICE.

MONTREAL, QUEBEC, and LIVERPOOL in Summer.

ST. JOHN (N.B.) and LIVERPOOL in Winter.

INCLUDING:

THE "EMPRESSES."

The Steamships "Empress of Britain" and "Empress of Ireland" are the Finest and Fastest Steamships in the Canadian Trade.

LESS THAN FOUR DAYS AT SEA, *via* St. Lawrence Route.

For particulars apply to any Agent in Canada or the United States, or to—
General Passenger Agent, 3, 4, & 5, Board of Trade Buildings, Montreal.

HOTELS

OWNED AND MANAGED BY THE

LONDON & NORTH WESTERN RAILWAY.

Liverpool (Lime Street). The "NORTH WESTERN HOTEL" forms part of the Lime Street Station; it contains upwards of 250 Bedrooms, Spacious Coffee Room, Ladies' Drawing Room, Reading, Writing, Billiard and Smoking Rooms, Elevators and Electric Lighting.

London, Euston Hotel (immediately opposite the Station). The Hotel contains 220 Bedrooms and 20 Sitting Rooms.

Birmingham (New Street Station). "THE QUEEN'S" This Hotel forms part of the New Street Station, and will be found to contain every accommodation for Families, Commercial Men and others visiting the Midland Counties.

It is most convenient for Passengers wishing to break the journey when travelling from the North to London and Bristol.

Crewe. The "CREWE ARMS." The Hotel is connected with the Station by a covered way, and offers every convenience and accommodation to Passengers wishing to break the journey here.

Holyhead. The "STATION HOTEL" adjoins the terminus, and will be found very convenient for Passengers travelling between England and Ireland.

Greenore, on Carlingford Lough. Travellers to and from the North and North-West of Ireland, to which the route *via* Greenore and Holyhead is the most convenient, desiring to break their journey, will find at this Hotel (which adjoins the terminus and landing place) every accommodation.

Preston. The "PARK HOTEL" at Preston contains a Coffee Room, Drawing Room, Reading Room, Commercial Room, Smoke Room, 8 private Sitting Rooms, and 63 Bedrooms. It is joined to Preston Railway Station by a covered way.

Bletchley. The "RAILWAY HOTEL" adjoins the Railway Station. Passengers travelling between Oxford, Banbury, Cambridge, and the Main Line, will find every accommodation at most reasonable charges.

Dublin (North Wall). The "NORTH WESTERN HOTEL" will be found most convenient for Families, Commercial Travellers, and Tourists travelling by the North Wall and Holyhead Express Route to and from Ireland. Covered way from Landing Stage.

Letters and Telegrams addressed to the respective Managers of these Hotels will receive every attention.

The EUSTON and LIME STREET STATION Hotels have a French Cook and are noted for the excellence of their Cuisine: all the Wines and Spirits sold at the Company's Hotels and Refreshment Rooms are of the highest class.

Boarding Arrangements can be made on advantageous terms at the GREENORE, HOLYHEAD, and PRESTON Hotels.

Carriages. Well-appointed Carriages and Broughams can be had on the shortest notice at moderate charges.

Telegraph. There is a Telegraph Office at the Station which adjoins each Hotel. Hotel Porters in uniform attend the trains.

At GLASGOW the Caledonian Railway Co.'s "Central Station Hotel," at EDINBURGH (Princes Street) the "Caledonian Station Hotel," and at KILLARNEY the Great Southern and Western Railway Co.'s "GREAT SOUTHERN HOTEL" will be found excellent.

Conductors and Station Masters on the LONDON AND NORTH WESTERN and CALEDONIAN Railways will, when requested by Passenger, telegraph free of charge for apartments at all the above Hotels.

Accommodation at any of the above Hotels can be secured at the Company's office.

287, FIFTH AVENUE, NEW YORK.