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4, see pages 119 to 178.

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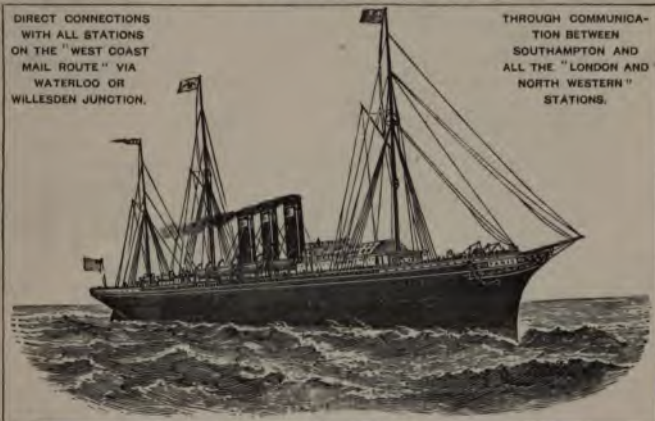
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For Glasgow, see page 134.

7

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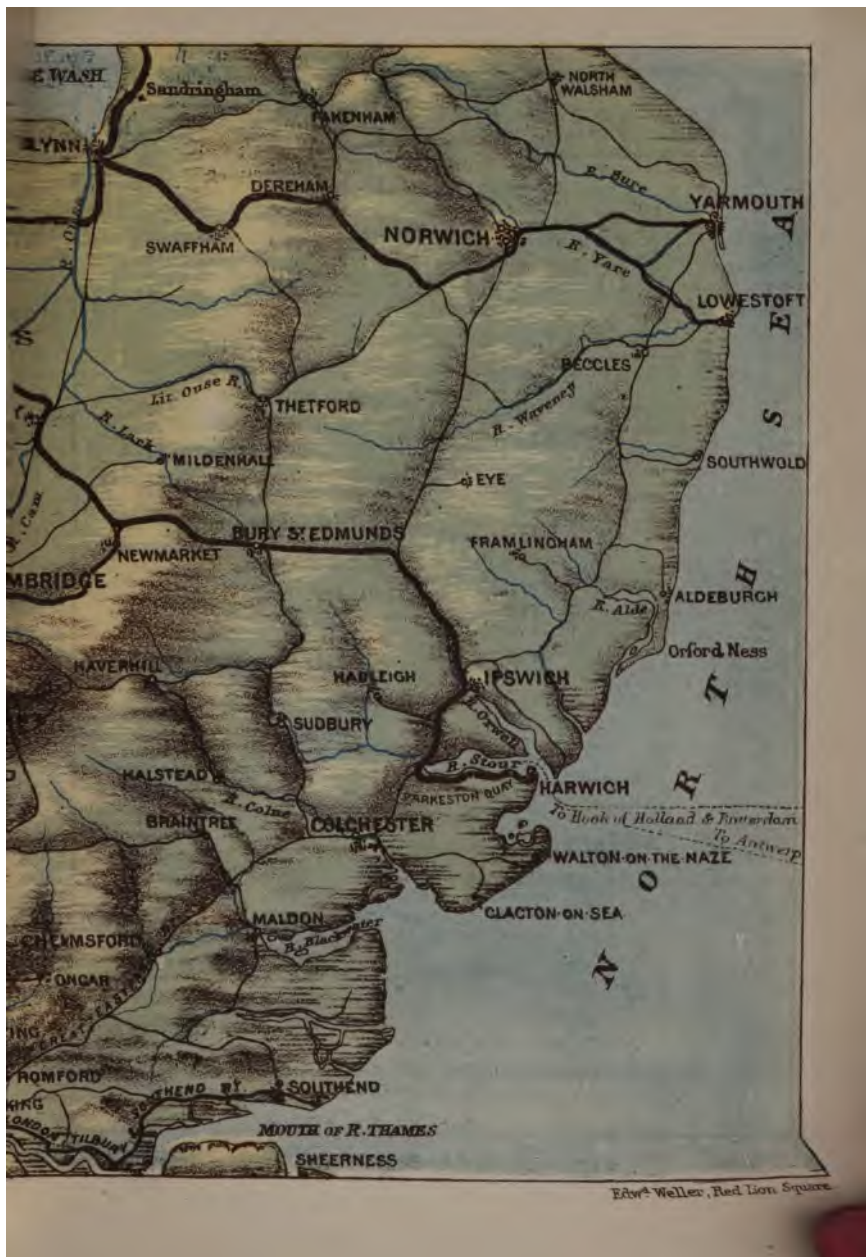


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NEW YORK—4, BOWLING GREEN.

BOSTON—99, STATE STREET.

CHICAGO—131, RANDOLPH STREET.

FASTEST RECORD PASSAGES.

"**CAMPANIA**" EASTWARD,

5 days, 12 hours, 7 min. (21.28 knots per hour). ✦

"**LUCANIA**" WESTWARD,

5 days, 12 hours, 47 min. (20.93 knots per hour).

For the Cunard Line, see page 325.

PREFACE.

THE "*Official Guide to the London and North Western Railway*" enters upon its decennial year in the form of a new, enlarged, and profusely-illustrated edition. Like its companion work, the excellent "*Time Tables of the London and North Western Railway and other Railways in Connection*," it has during the decade just attained passed through many changes. But owing to the continual extensions of "*North Western*" services their increasing demands upon space at length meant something more than a rearrangement or a comparatively slight amplification of existing matter—indeed, they practically called for a much larger book. Hence the greater portion of the present work has been re-written, the whole of its pages have been set in uniform type, numerous illustrations have been engraved for their embellishment, and after many months of responsible labour the fourth edition of the "*Official Guide*" is now placed in the reader's hands.

Speaking generally, the additional features embrace a new introduction; also three sectional divisions, respectively dealing with the London, the West of England, and the Yorkshire services. The Scottish traffic has been thoroughly revised, and now includes an illustration of Gourock Pier on the "*Caledonian*" route to the Clyde and the Western Islands. Perhaps an even more important departure has been the preparation of an original article dealing exhaustively, but in a highly-condensed form, with the vast steamer and railway systems that so intimately connect the "*London and North Western Railway*" with all parts of the United States and Canada—a subject that is supplemented by an Anglo-American map. Furthermore, the popular "*West Coast Corridor Dining Car Express*" has been duly described and illustrated. Finally, that most important factor of successful railway administration, the Goods Department, has received due recognition in the closing pages of the Guide.

Summing up the design of this popular manual, it commences with a notice of the London and Suburban services to Bletchley. Then it deals with a journey over the "*Royal Mail West Coast Route*" to Scotland, and to North Ireland *via* Fleetwood and *via* Stranraer; the next section is devoted to the English Lake District; a fourth carries the passenger through North Wales to Holyhead, and thence *via* Dublin throughout Ireland. Following these come

the sections that belong to Central Wales, South Wales, and the West of England; also those that describe the routes to Liverpool and Manchester, with another that relates to their mutual connections with Yorkshire, Durham, and Northumberland *via* Huddersfield and Leeds. Then succeed the services that take the traveller to the city of Birmingham, and over the numerous ramifications of "North Western" metals that emanate from this Metropolis of the Midlands. Lastly, the twelfth section gathers up the tributaries of traffic that converge towards the "West Coast Route" in its course from North to South, and introduces passengers to Oxford, Bedford, Cambridge, and Stratford-upon-Avon, ere they reach London for the services to the South Coast or to the Continent.

Amongst the more helpful features of the Guide is a summary of official information including the normal fares, season-ticket rates, distances, and station accommodation in the way of letter-boxes, telegraph offices, bookstalls, and refreshment-rooms. Local details embrace notices of the principal schools, hotels, boarding-houses, and hydropathic establishments; also the position of the provincial Post Offices, fixtures of the market and early-closing days, the latest census returns, and a list, in alphabetical order, of the local daily and weekly newspapers. All the "North Western" stations *en route* are printed in small capitals, but those of its associated systems are usually represented by italics. A copious index will doubtless prove a useful supplement to the work, which likewise contains thirty-nine maps and plans, also two hundred illustrations.

While the preparation and revision of the "*Official Guide to the London and North Western Railway*" have entailed frequent consultations with numerous gentlemen connected with the British and American railway services, the Editor must express his especial obligations to Mr. George P. Neele, the courteous Superintendent of the Line, for his most valuable counsel and kind assistance, likewise to Mr. Henry E. Goulborn. Acknowledgments are similarly due to Mr. James L. Taylor, the European Traffic Agent of the "*Pennsylvania Railroad*," and to Mr. Frank M. Brine, the Ticket Agent of the "*Cleveland, Cincinnati, Chicago and St. Louis Railway*," who has been good enough to personally revise such pages as relate to the railway systems of the United States. Many thanks are also offered to the various General Managers, Traffic Superintendents, and Divisional Officers of the "North Western" and its associated systems throughout England, Scotland, Wales, and Ireland, who have rendered their courteous co-operation in connection with the articles touching upon their respective territories or districts. It is hoped that the present edition of the "*Official Guide*" may, like its preceding issues, in some measure reflect the progress of the great Company with which it is identified.

CONTENTS.

PREFACE	PAGE 1
MAPS AND PLANS	11
RAILWAY SYSTEMS IN CONNECTION WITH THE "LONDON AND NORTH WESTERN" ROYAL MAIL ROUTES	12
INDEX	13
DIRECTORS, GENERAL OFFICERS, DISTRICT OFFICERS, AND CHIEF OFFICES OF THE "LONDON AND NORTH WESTERN RAILWAY"	19-23
INTRODUCTION	25

SECTION I.

THE LONDON, SUBURBAN, ST. ALBANS, AND BLETCHLEY SERVICES. LONDON (<i>Euston, Broad Street, and Victoria</i>) TO WILLESDEN JUNC- TION; HARROW FOR STANMORE; WATFORD JUNCTION FOR ST. ALBANS AND RICKMANSWORTH; BOXMOOR FOR HEMEL HEMP- STED; BERKHAMSTED; CHEDDINGTON JUNCTION FOR AYLESBURY; LEIGHTON FOR DUNSTABLE AND LUTON; AND TO BLETCHLEY FOR BANBURY, OXFORD, BEDFORD, AND CAMBRIDGE	33
---	----

SECTION II.

THE ROYAL MAIL WEST COAST SERVICES BETWEEN ENGLAND AND SCOTLAND. LONDON, OXFORD, CAMBRIDGE, NORTHAMPTON, HARWICH, COVENTRY, LEICESTER, BIRMINGHAM, WOLVERHAMPTON, PLYMOUTH, TOR- QUAY, EXETER, BRISTOL, CARDIFF, SWANSEA, SHREWSBURY, DUBLIN, CHESTER, LIVERPOOL, MANCHESTER, PRESTON, AND LANCASTER TO CARLISLE FOR STRANRAER AND NORTH IRELAND; EDINBURGH, GLASGOW, GOUROCK, STIRLING, PERTH, INVERNESS, DUNDEE, ABERDEEN, AND THE HIGHLANDS OF SCOTLAND :—
--

A.—EUSTON AND WILLESDEN JUNCTION TO BLETONLEY AND RUGBY.

OXFORD, BANBURY, CAMBRIDGE, AND BEDFORD TO RUGBY.

NORTHAMPTON, HARWICH, IPSWICH, AND PETERBOROUGH TO RUGBY.

LONDON (<i>Euston, Broad Street, and Victoria</i>), WILLESDEN JUNCTION, OXFORD, BANBURY, CAMBRIDGE, BEDFORD, AND WOLVERTON TO BLISWORTH JUNCTION FOR TOWCESTER, BANBURY, AND STRATFORD- UPON-AVON; WEDON FOR DAVENTRY; NORTHAMPTON FOR WEL- LINGBOROUGH, PETERBOROUGH, MARKET HARBOROUGH, MELTON MOWBRAY, NOTTINGHAM, AND NEWARK; AND TO RUGBY FOR COVENTRY, LEAMINGTON, BIRMINGHAM, AND THE MIDLANDS :— ALSO FROM HARWICH, IPSWICH, ELY, AND PETERBOROUGH TO RUGBY FOR THE NORTH	49
---	----

LONDON AND NORTH WESTERN RAILWAY GUIDE.

B.—RUGBY, LEAMINGTON, COVENTRY, AND LEICESTER TO CREWE.
BIRMINGHAM, WALSALL, DUDLEY, AND WOLVERHAMPTON TO CREWE.
PLYMOUTH, TORQUAY, EXETER, AND BRISTOL TO CREWE.
CARDIFF, HEREFORD, SWANSEA, AND SHREWSBURY TO CREWE.

RUGBY TO NUNEATON FOR HINCKLEY, LEICESTER, LOUGHBOROUGH, AND *via* MARKET BOSWORTH TO BURTON-UPON-TRENT, UTTOXETER, ANHOURNE, ALTON, LEEK, AND MACCLESFIELD; TAMWORTH; LICHFIELD FOR WALSALL AND DUDLEY, SUTTON COLDFIELD AND BIRMINGHAM, AND *via* BURTON-UPON-TRENT TO DERBY; RUGELEY FOR CANNOCK AND WALSALL; AND TO COLWICH FOR STOKE-UPON-TRENT, MACCLESFIELD, AND MANCHESTER: ALSO FROM RUGBY, BIRMINGHAM (*New Street*), WALSALL, DUDLEY, AND WOLVERHAMPTON TO STAFFORD FOR WELLINGTON, COALPORT, SHREWSBURY, WELSHPOOL, ABERYSTWYTH, DOLOELLY, AND BARMOUTH; *via* STONE TO STOKE-UPON-TRENT FOR NEWCASTLE-UNDER-LYME, LONGTON, HANLEY, BURSLEM, TUNSTALL, CONGLETON, MACCLESFIELD, AND LEEK, AND TO CREWE FOR CHESTER, HOLYHEAD, LIVERPOOL, SOUTHPORT, STOCKPORT, MANCHESTER, HUDDERSFIELD, HALIFAX, BRADFORD, AND LEEDS:—ALSO FROM PLYMOUTH, DARTMOUTH, TORQUAY, TEIGNMOUTH, EXETER, TAUNTON, WESTON-SUPER-MARE, BRISTOL, CARDIFF, NEWPORT, HEREFORD, SWANSEA, CARMARTHEN, AND SHREWSBURY TO CREWE FOR THE NORTH

PAGE

65

C.—CREWE TO WARRINGTON, WIGAN, AND PRESTON.
QUEENSTOWN, DUBLIN, AND CHESTER TO PRESTON.
LIVERPOOL, SOUTHPORT, AND MANCHESTER TO PRESTON.

CREWE TO WARRINGTON FOR WIDNES, ST. HELENS, AND BOLTON; ALSO FROM QUEENSTOWN, DUBLIN, HOLYHEAD, BANGOR, LLANDUDNO, RHYL, AND CHESTER TO WARRINGTON; AND TO WIGAN FOR SOUTHPORT, CHORLEY, AND BLACKBURN:—ALSO FROM LIVERPOOL (*Lime Street or Exchange*), ST. HELENS, SOUTHPORT, MANCHESTER (*Exchange or Victoria*) TO WIGAN AND PRESTON FOR LONGRIDGE, LYTHAM, ST. ANNES, BLACKPOOL, FLEETWOOD, BELFAST, LONDONDERRY, NORTH IRELAND, AND SCOTLAND

89

D.—PRESTON TO LANCASTER, CARNFORTH, OXENHOLME, PENRITH, AND CARLISLE.

PRESTON TO LANCASTER FOR GLASSON DOCK AND MORECAMBE; CARNFORTH FOR GRANGE-OVER-SANDS, ULVERSTON, LAKE SIDE, BARROW-IN-FURNESS, CONISTON, SEASCALE, ST. BEES, AND WHITEHAVEN; OXENHOLME FOR KENDAL, WINDERMERE, BOWNESS, LAKE SIDE, AMBLESIDE, AND GRASMERE; LOW GILL JUNCTION OR TEBAY FOR SEDBERGH, KIRKBY LONSDALE, AND INGLETON; ALSO *via* TEBAY TO BARNARD CASTLE AND DARLINGTON: PENRITH FOR KESWICK, COCKERMOUTH, WORKINGTON, MARYPORT, AND WHITEHAVEN; AND TO CARLISLE FOR SCOTLAND; ALSO FOR THE NORTH OF IRELAND *via* STRANRAER AND LARNE

103

CONTENTS.

5

E.—CARLISLE TO PEEBLES, EDINBURGH, AND LEITH. CARLISLE TO GLASGOW, GOUROCK, AND GREENOCK. CARLISLE TO DUMFRIES, BELFAST, AND LONDONDERRY.

	PAGE
CARLISLE TO MOFFAT; PEEBLES; CARSTAIRS; LANARK; EDINBURGH (<i>Princes Street Station</i>) AND LEITH; CARLISLE TO GLASGOW (<i>Central Station</i>), PAISLEY, WEMYSS BAY FOR ROTHESAY; GREENOCK; AND TO GOUROCK PIER FOR THE CLYDE AND HIGHLAND STEAMERS; AND CARLISLE TO DUMFRIES, CASTLE DOUGLAS, KIRKCUDBRIGHT, NEWTON STEWART, PORTPATRICK, AND STRANRAER FOR THE "SHORT SEA ROUTE" TO LARNE, COLERAINE, PORTRUSH, LONDONDERRY, BELFAST (<i>York Road</i>), AND OTHER STATIONS IN NORTH IRELAND	119

F.—CARLISLE TO STIRLING, CALLANDER, LOCH AWE, AND OBAN. CARLISLE TO PERTH, INVERNESS, STROME FERRY, AND THURSO. CARLISLE TO DUNDEE, ABERDEEN, INVERNESS, AND BALLATER.

CARLISLE, EDINBURGH (<i>Princes Street Station</i>), AND GLASGOW (<i>Buchanan Street Station</i>) TO STIRLING FOR THE BRIDGE OF ALLAN, CALLANDER AND THE TROSSACHS, LOCHEARNHEAD AND CRIEFF, KILLIN AND KENMORE, CRIANLARICH AND LOCH LOMOND, DALMALLY AND INVERARY, LOCH AWE AND FORD, ACH-NA-CLOICH AND LOCH ETIVE HEAD, OBAN AND THE CALEDONIAN CANAL; CRIEFF; PERTH FOR DUNKELD, ABERFELDY, FITTLOCHRY, BLAIR ATHOLE, FORRES, NAIRN, INVERNESS, STRATHPEFFER SPA, ACHNASHEEN, STROME FERRY, FORTREE, WICK, AND <i>via</i> THURSO TO THE ORKNEY AND THE SHETLAND ISLES; DUNDEE; BLAIRGOWRIE; FORTAR; ABERROATH; BRECHIN; MONTROSE; AND TO ABERDEEN FOR FRASERBURGH, PETERHEAD, KEITH, BANFF, ELGIN, AND INVERNESS; ALSO <i>via</i> BALLATER TO BALMORAL AND BRAEMAR	147
--	-----

SECTION III.

THE ENGLISH LAKE DISTRICT SERVICES.

OXENHOLME, KENDAL, WINDERMERE, AND BOWNESS EXPRESSES.
PENRITH, ULLSWATER, KESWICK, AND WHITEHAVEN EXPRESSES.
CARNFORTH, LAKE SIDE, BARROW, AND CONISTON EXPRESSES.

LONDON (*Euston, Broad Street, and Victoria*), OXFORD, CAMBRIDGE, BIRMINGHAM (*New Street*), PLYMOUTH, TORQUAY, EXETER, TAUNTON, BRISTOL, CARDIFF, SWANSEA, DUBLIN, CHESTER, LIVERPOOL (*Lime Street or Exchange*), MANCHESTER (*Exchange or Victoria*), LEEDS, ABERDEEN, INVERNESS, GLASGOW, EDINBURGH, AND CARLISLE TO THE ENGLISH LAKE DISTRICT:—*via* OXENHOLME TO KENDAL, AND TO WINDERMERE FOR BOWNESS, LAKE SIDE, AMBLESIDE, AND GRASMERE; *via* PENRITH TO ULLSWATER, KESWICK FOR DERWENTWATER AND BORROWDALE, WORKINGTON, MARYPORT, AND WHITEHAVEN; AND *via* CARNFORTH TO GRANGE-OVER-SANDS, ULVERSTON, LAKE SIDE, BARROW, CONISTON, SEASCALE, AND WHITEHAVEN

179

SECTION IV.

MAIL SERVICES BETWEEN ENGLAND, NORTH WALES, IRELAND, AND AMERICA.

LONDON, HARWICH, LEICESTER, BIRMINGHAM, LEEDS, MANCHESTER,
LIVERPOOL, STOKE-UPON-TRENT, PERTH, GLASGOW, EDIN-
BURGH, PLYMOUTH, BRISTOL, CARDIFF, AND SWANSEA TO NORTH
WALES, IRELAND, AND AMERICA :--

PAGE

- A. EUSTON, HARWICH, AND BIRMINGHAM TO CHESTER AND HOLYHEAD.
NEWCASTLE-UPON-TYNE, YORK, AND HULL TO CHESTER AND HOLYHEAD.
LEEDS, MANCHESTER, AND LIVERPOOL TO CHESTER AND HOLYHEAD.
ABERDEEN, EDINBURGH, AND GLASGOW TO CHESTER AND HOLYHEAD.
PLYMOUTH, BRISTOL, AND CARDIFF TO CHESTER AND HOLYHEAD.

LONDON (*Euston, Broad Street, and Victoria*), WILLESDEN JUNCTION,
HARWICH, LEICESTER, BIRMINGHAM, NEWCASTLE, YORK, HULL,
LEEDS, MANCHESTER, LIVERPOOL, ABERDEEN, EDINBURGH, GLAS-
GOW, CARLISLE, PLYMOUTH, BRISTOL, CARDIFF, AND SWANSEA TO
CHESTER FOR BIRKENHEAD, MOLD, DENBIGH, RUTHIN, AND
CORWEN; RHYL FOR ST. ASAPH AND DENBIGH; ABERGELLY AND
PENMAEN; COLWYN BAY; LLANDUDNO JUNCTION FOR LLANDUDNO,
LLANRWST AND TREPRIW, BETTWS-Y-COED, AND BLAENAU FESTINIOG;
CONWAY; PENMAENMAWR; LLANFAIRFACHAN; BANGOR FOR
BETHENNA, BEAUMARIS, AMLWCH, CARNARVON, LLANBERIS, AND
via APOWEN TO PWLLHELI, CRICCIETH, AND PORTMAIDOC; ALSO TO
HOLYHEAD FOR THE IRISH ROYAL MAIL AND EXPRESS STEAMERS TO
KINGSTOWN, DUBLIN, AND GREENORE

207

- B. HOLYHEAD TO KINGSTOWN, DUBLIN, AND QUEENSTOWN FOR NEW YORK.
HOLYHEAD TO WATERFORD, LIMERICK, KILLARNEY, CORK, AND BANTRY.
HOLYHEAD TO ATHLONE, GALWAY, CONNEMARA, WESTPORT, AND SLIGO.
HOLYHEAD TO ENNISKILLEN, LONDONDERRY, BELFAST, AND PORTLUSH.
HOLYHEAD TO KINGSTOWN, BRAY, WICKLOW, AND WEXFORD.

HOLYHEAD TO KINGSTOWN AND DUBLIN FOR KILKENNY AND
WATERFORD; *via* LIMERICK JUNCTION TO LIMERICK AND WATER-
FORD; *via* MALLOW JUNCTION TO LISMORE, THE BLACKWATER
DISTRICT, AND THE LAKES OF KILLARNEY; *via* CORK TO QUEEN-
STOWN FOR THE MAIL STEAMERS TO AND FROM THE UNITED STATES;
AND *via* BANTRY AND GLENGARRIFF TO KILLARNEY; ALSO *via*
ATHLONE TO GALWAY FOR THE CONNEMARA DISTRICT; SLIGO; AND
WESTPORT; ALSO FOR DUNDALK, NEWRY, ARMAUGH, AND ENNIS-
KILLEN; LONDONDERRY; AND TO BELFAST, LONDONDERRY, AND
PORTLUSH; ALSO TO THE MOURNE MOUNTAINS, BELFAST, AND THE
NORTH OF IRELAND *via* GREENORE, *via* BELFAST, AND *via* LARNE;
AND TO KINGSTOWN OR DUBLIN FOR BRAY, WICKLOW, NEW ROSS,
AND WEXFORD

241

SECTION V.

THE CAMBRIAN, CENTRAL WALES, AND SOUTH WALES SERVICES.

SHREWSBURY, ABERYSTWYTH, DOLGELLY, AND BARMOUTH EXPRESSES.

LLANDRINDOD WELLS, CARMARTHEN, TENBY, AND SWANSEA EXPRESSES.

PAGE

LONDON (*Euston, Broad Street, and Victoria*), WILLESDEN JUNCTION, CAMBRIDGE, NORTHAMPTON, BIRMINGHAM, ABERDEEN, INVERNESS, DUNDEE, PERTH, GLASGOW, EDINBURGH, CARLISLE, DUBLIN, CHESTER, NEWCASTLE-UPON-TYNE, YORK, HULL, LEEDS, BRADFORD, HALIFAX, HUDDERSFIELD, LIVERPOOL (*Lime Street*), AND MANCHESTER (*London Road*), *via* SHREWSBURY:—*via* WHITCHURCH AND OSWESTRY TO CENTRAL WALES AND SOUTH WALES, TO ABERYSTWYTH, DOLGELLY, AND BARMOUTH; AND *via* CHURCH STRETTON AND CRAVEN ARMS TO LLANDRINDOD WELLS, BUILTH ROAD FOR BUILTH WELLS, BRECON, RHAYADER, AND LLANIDLOES; LLANGAMMAROH WELLS, LLANWRTYD WELLS, LLANDOVERY, CARMARTHEN FOR TENBY, PEMBROKE DOCK, CARDIGAN, HAVERFORDWEST, AND NEW MILFORD; ALSO TO LLANELLY, THE MUMBLES, AND SWANSEA 271

SECTION VI.

THE NORTH TO WEST SERVICES.

CREWE, HEREFORD, NEWPORT, AND CARDIFF EXPRESSES.

CREWE, BRISTOL, TORQUAY, AND PLYMOUTH EXPRESSES.

ABERDEEN, DUNDEE, INVERNESS, PERTH, ORAN, STIRLING, EDINBURGH (*Princes Street*), GLASGOW (*Central Station*), CARLISLE, THE LAKE DISTRICT, LANCASTER, PRESTON, LIVERPOOL, NEWCASTLE-UPON-TYNE, SUNDERLAND, HARROGATE, YORK, HULL, LEEDS, BRADFORD, HUDDERSFIELD, HALIFAX, MANCHESTER, STOCKPORT, CREWE, CHESTER, AND SHREWSBURY TO LUDLOW, LEOMINSTER, AND HEREFORD FOR ROSS AND THE WYE DISTRICT; TO ABERGAVENNY JUNCTION FOR ABERGAVENNY, BRYNMAWR, AND *via* RHYMNEY BRIDGE TO MERTHYR AND CARDIFF; ALSO *via* PONTYPOOL ROAD TO NEWPORT AND CARDIFF; ALSO *via* THE SEVERN TUNNEL TO BRISTOL AND TAUNTON FOR BARNSTAPLE, ILFRACOMBE, EXETER, DAWLISH, TEIGNMOUTH, TORQUAY, DARTMOUTH, PLYMOUTH, FOWEY, NEWQUAY, TRURO, FALMOUTH, HELSTON, PENZANCE, AND THE WEST OF ENGLAND, AND TO WEYMOUTH FOR THE CHANNEL ISLANDS 281

SECTION VII.

ROYAL MAIL ROUTE FOR LIVERPOOL, THE UNITED STATES, AND CANADA.

LONDON, HARTWICH, BIRMINGHAM, AND LIVERPOOL EXPRESSES.
 PLYMOUTH, BRISTOL, CARDIFF, AND LIVERPOOL EXPRESSES.
 NEWCASTLE, YORK, HULL, LEEDS, AND LIVERPOOL EXPRESSES.
 DUBLIN, NORTH WALES, CHESTER, AND LIVERPOOL EXPRESSES.
 EDINBURGH, GLASGOW, LAKE DISTRICT, AND LIVERPOOL EXPRESSES.
 LIVERPOOL, SOUTHPORT, AND ISLE OF MAN EXPRESSES.

PAGE

LONDON (*Euston, Broad Street, and Victoria*), WILLESDEN JUNCTION, OXFORD, CAMBRIDGE, NORTHAMPTON, BIRMINGHAM (*New Street*), PLYMOUTH, DARTMOUTH, TORQUAY, EXETER, TAUNTON, BRISTOL, CARDIFF, HEREFORD, SWANSEA, SHREWSBURY, NEWCASTLE-UPON-TYNE, YORK, HULL, LEEDS, HUDDERSFIELD, MANCHESTER, DUBLIN, HOLYHEAD, CHESTER, ABERDEEN, INVERNESS, PERTH, DUNDEE, GLASGOW, AND EDINBURGH TO LIVERPOOL (*Lime Street*) FOR THE OCEAN SERVICES TO NEW YORK, BOSTON, PORTLAND, HALIFAX, QUEBEC, AND MONTREAL: ALSO TO LIVERPOOL FOR SOUTHPORT AND THE ISLE OF MAN . . . 313

SECTION VIII.

THE MANCHESTER, POTTERIES, AND EAST LANCASHIRE SERVICES.

CREWE, STOCKPORT, BUXTON, AND MANCHESTER EXPRESSES.
 STOKE, MACCLESFIELD, BUXTON, AND MANCHESTER EXPRESSES.
 PLYMOUTH, BRISTOL, CARDIFF, AND MANCHESTER EXPRESSES.
 NEWCASTLE, YORK, HULL, LEEDS, AND MANCHESTER EXPRESSES.
 DUBLIN, NORTH WALES, CHESTER, AND MANCHESTER EXPRESSES.
 EDINBURGH, GLASGOW, LAKE DISTRICT, AND MANCHESTER EXPRESSES.

LONDON (*Euston, Broad Street, and Victoria*), WILLESDEN JUNCTION, OXFORD, CAMBRIDGE, NORTHAMPTON, BIRMINGHAM (*New Street*), PLYMOUTH, DARTMOUTH, TORQUAY, EXETER, TAUNTON, BRISTOL, CARDIFF, HEREFORD, SWANSEA, AND SHREWSBURY TO CREWE, STOCKPORT, BUXTON, AND MANCHESTER (*London Road*):—ALSO FROM LONDON AND BIRMINGHAM, *via* STOKE-UPON-TRENT, THE POTTERIES, AND MACCLESFIELD, TO STOCKPORT, BUXTON, AND MANCHESTER (*London Road*):—ALSO FROM NEWCASTLE-UPON-TYNE, YORK, HULL, LEEDS, HUDDERSFIELD, LIVERPOOL, DUBLIN, HOLYHEAD, BANGOR, CHESTER, ABERDEEN, INVERNESS, DUNDEE, PERTH, EDINBURGH, GLASGOW, STRANRAER, CARLISLE, THE ENGLISH LAKE DISTRICT, AND PRESTON TO MANCHESTER (*Exchange*) . . . 339

SECTION IX.

THE LIVERPOOL, MANCHESTER, AND NORTH-EASTERN SERVICES.

LIVERPOOL, MANCHESTER, HUDDERSFIELD, AND LEEDS EXPRESSES.
 LIVERPOOL, MANCHESTER, LEEDS, HULL, AND YORK EXPRESSES.
 LIVERPOOL, MANCHESTER, LEEDS, AND NEWCASTLE EXPRESSES.
 DUBLIN, NORTH WALES, CHESTER, AND LEEDS EXPRESSES.
 PLYMOUTH, BRISTOL, BIRMINGHAM, AND LEEDS EXPRESSES.

PAGE

LIVERPOOL (*Lime Street*), DUBLIN, AND CHESTER TO MANCHESTER (*Exchange Station*); ASHTON-UNDER-LYNE; OLDHAM; ROCHDALE; STALYHRIDGE; HUDDERSFIELD FOR HALIFAX AND BRADFORD; MIRFIELD FOR WAKEFIELD AND NORMANTON; DEWBURY; BATLEY FOR BIRSTAL; AND TO LEEDS FOR SELBY AND HULL; YORK, SCARBOROUGH, AND WHITHY; ALSO *via* HARROGATE, RIPON, NORTHALLERTON, AND STOCKTON TO SUNDERLAND AND NEWCASTLE-UPON-TYNE:—ALSO FROM BIRMINGHAM (*New Street*), PLYMOUTH, DARTMOUTH, TORQUAY, EXETER, TAUNTON, BRISTOL, CARDIFF, HEREFORD, SWANSEA, AND SHREWSBURY TO LEEDS, HULL, YORK, NEWCASTLE-UPON-TYNE, AND THE NORTH-EASTERN COUNTIES *via* CREWE, STOCKPORT, AND HUDDERSFIELD 351

SECTION X.

THE BIRMINGHAM AND MIDLAND COUNTIES SERVICES.

COVENTRY, WALSALL, WOLVERHAMPTON, AND BIRMINGHAM EXPRESSES.
 LEAMINGTON, WARWICK, KENILWORTH, AND BIRMINGHAM EXPRESSES.
 ANTWERP, ROTTERDAM, HARWICH, AND BIRMINGHAM EXPRESSES.
 LIVERPOOL, MANCHESTER, STOKE, AND BIRMINGHAM EXPRESSES.
 DUBLIN, NORTH WALES, CHESTER, AND BIRMINGHAM EXPRESSES.
 EDINBURGH, GLASGOW, LAKE DISTRICT, AND BIRMINGHAM EXPRESSES.

LONDON (*Euston, Broad Street, and Victoria*), WILLESDEN JUNCTION, CAMBRIDGE, NORTHAMPTON, HARWICH, IPSWICH, BURY ST. EDMUNDS, ELY, PETERBOROUGH, AND RUGBY, TO COVENTRY, WALSALL, WOLVERHAMPTON, AND BIRMINGHAM (*New Street*); ALSO FROM LIVERPOOL (*Lime Street*), MANCHESTER (*London Road*), STOKE-UPON-TRENT, DUBLIN, BANGOR, LLANDUDNO, RHYL, CHESTER, ABERDEEN, INVERNESS, DUNDEE, PERTH, GLASGOW, EDINBURGH, KESWICK, WINDERMERE, AND STAFFORD TO WOLVERHAMPTON, WALSALL, BIRMINGHAM (*New Street*), AND COVENTRY; ALSO *via* RUGBY, *via* NUNEATON, OR *via* BIRMINGHAM TO LEAMINGTON, WARWICK, AND KENILWORTH 363

THE MIDLAND COUNTIES, EASTERN COUNTIES, AND HARWICH SERVICES.

BIRMINGHAM, WOLVERHAMPTON, DUDLEY, AND DERBY.
BIRMINGHAM, LEAMINGTON, LEICESTER, AND LOUGHBOROUGH.
BIRMINGHAM, PETERBOROUGH, NORWICH, AND YARMOUTH.
BIRMINGHAM, IPSWICH, HARWICH, AND THE CONTINENT.
NORTHAMPTON, PETERBOROUGH, NOTTINGHAM, AND NEWARK.

BIRMINGHAM (*New Street*), DUDLEY, WOLVERHAMPTON, AND WALSALL TO LICHFIELD, BURTON-UPON-TRENT, AND DERRY FOR THE MATLOCK DISTRICT; BIRMINGHAM, LEAMINGTON, COVENTRY, OXFORD, AND NORTHAMPTON TO LEICESTER AND LOUGHBOROUGH *via* NUNEATON; AND BIRMINGHAM *via* RUGBY TO MARKET HARBOROUGH, STAMFORD, AND PETERBOROUGH FOR THE EASTERN COUNTIES; AND *via* ELY, BURY ST. EDMUNDS, AND IPSWICH TO HARWICH FOR ANTWERP, ROTTERDAM, AMSTERDAM, BERLIN, AND NORTH EUROPE: ALSO FROM NORTHAMPTON TO WELLINGBOROUGH AND PETERBOROUGH; TO MARKET HARBOROUGH, LEICESTER, MELTON MOWBRAY, AND NOTTINGHAM; AND TO DONCASTER, YORK, HULL, SCARBOROUGH, AND WHITBY *via* GRANTHAM OR *via* NEWARK.

NORTH TO SOUTH EXPRESSES.

OXFORD, CAMBRIDGE, BEDFORD, AND STRATFORD-UPON-AVON.
WILLESDEN JUNCTION, EUSTON, THE SOUTH COAST, AND THE CONTINENT.

ABERDEEN, INVERNESS, DUNDEE, PERTH, GLASGOW, EDINBURGH, CARLISLE, PRESTON, DUBLIN, HOLYHEAD, BANGOR, CHESTER, LEEDS, MANCHESTER, LIVERPOOL, CLEWES, BIRMINGHAM, RUGBY, AND LONDON, TO BANBURY AND OXFORD; TO BEDFORD AND CAMBRIDGE FOR NORWICH, YARMOUTH, LOWESTOFT, IPSWICH, COLCHESTER, AND THE EASTERN COUNTIES; AND TO STRAT- FORD-UPON-AVON <i>via</i> BLISWORTH OR <i>via</i> RUGBY:—ALSO FROM IRELAND, NORTH WALES, SCOTLAND, THE NORTH OF ENGLAND, AND THE MIDLAND COUNTIES TO PARIS AND THE CONTINENT <i>via</i> DOVER, FOLKESTONE, QUEENBOROUGH, HARWICH, NEW- HAVEN, AND SOUTHAMPTON.	397
CONTINENTAL AND TOURIST TRAFFIC	411
LONDON AND NORTH WESTERN GOODS DEPARTMENT	413
SUPPLEMENTARY PICTORIAL PAGES	417
INDEX TO ILLUSTRATIONS	460

MAPS AND PLANS.

The Official Map of the London and North Western Railway ...	<i>Facing Title</i>
Diagram of the West Coast Corridor Express ...	<i>Facing Page 48</i>
Map of the London and Suburban District ...	82
" " Scotland ...	146
" " the Lake District ...	178
" " North Wales ...	206
" " Ireland ...	240
" " South Wales ...	270
" " the Severn Tunnel Route from the North to the West of England ...	290
" " Anglo-American Tours ...	312
" " of Warwick and Stratford-upon-Avon ...	396
Panoramic Map.—Section 1 ...	<i>Preface</i>
" " " 2 ...	<i>page 88</i>
" " " 3 ...	118
" " " 4 ...	350
" " " 5 ...	368
Route Map.—Euston to Northampton, Rugby, and Peterborough ...	<i>Page 34</i>
" " Rugby to Birmingham, Stafford, and Crewe ...	66
" " Crewe to Liverpool, Manchester, and Preston ...	90
" " Preston to Windermere, Penrith, and Carlisle ...	104
" " Carlisle to Edinburgh, Glasgow, and Stirling ...	120
" " Stirling to Oban, Perth, Dundee, Inverness, and Aberdeen ...	148
" " Crewe to Chester, Bangor, and Holyhead ...	208
" " Crewe and Stafford to Shrewsbury, Aberystwyth, and Craven Arms ...	272
" " Craven Arms to Tenby, Swansea, Newport, and Cardiff ...	292
" " Crewe and Manchester to Huddersfield and Leeds ...	352
Plan of Willesden Junction ...	<i>Facing page 56</i>
" " Edinburgh ...	126
" " Glasgow ...	134
" " Chester ...	212
" " Dublin ...	246
" " Belfast ...	266
" " Liverpool ...	318
" " Manchester ...	344
" " Leeds ...	362
" " Birmingham ...	378
" " Oxford ...	400
" " Cambridge ...	406
" " the London and North Western Metropolitan Goods Stations, and their connections with the London Dock System ..	412

RAILWAY SYSTEMS IN CONNECTION WITH THE "LONDON AND NORTH WESTERN" ROYAL MAIL ROUTES.



	PAGE
BELFAST AND COUNTY DOWN RAILWAY	266
BELFAST AND NORTHERN COUNTIES RAILWAY	145, 266
CALEDONIAN RAILWAY	<i>Inside front cover</i> , 119, 147
CAMBRIAN RAILWAY	186, 270, 275, 278
COKE, BASDON, AND SOUTH COAST RAILWAY	252
DISTRICT RAILWAY	56
DUBLIN, WICKLOW AND WEXFORD RAILWAY	289
EAST AND WEST JUNCTION RAILWAY	61, 408
FURNESS RAILWAY	111, 190
GLASGOW AND SOUTH WESTERN RAILWAY	118
GREAT EASTERN RAILWAY	57, 383, 406, 407
GREAT NORTH OF SCOTLAND RAILWAY	126, 166, 174
GREAT NORTHERN OF IRELAND RAILWAY	240, 261
GREAT NORTHERN RAILWAY	57, 383, 404
GREAT SOUTHERN AND WESTERN RAILWAY	240, 249
GREAT WESTERN RAILWAY	55, 290, 308, 402
HIGHLAND RAILWAY	162
LANCASHIRE AND YORKSHIRE RAILWAY	356
LONDON AND SOUTH WESTERN RAILWAY	<i>Inside back cover</i> , 55, 422
LONDON, BRIGHTON AND SOUTH COAST RAILWAY	31, 55, 56
LONDON, CRATHAM AND DOVER RAILWAY	56, 424, 425
LONDON, TILBURY AND SOUTHBEND RAILWAY	57
MARVPORT AND CARLISLE RAILWAY	118
MIDLAND RAILWAY	379, 388
MIDLAND GREAT WESTERN RAILWAY	240, 255
NORTH BRITISH RAILWAY	118
NORTH EASTERN RAILWAY	113, 118, 363
NORTH LONDON RAILWAY	35, 54, 56
NORTH STAFFORDSHIRE RAILWAY	71, 81, 347, 362, 363
SOUTH EASTERN RAILWAY	32, 55, 318
WATERFORD AND CENTRAL IRELAND RAILWAY	250
WATERFORD AND LIMERICK RAILWAY	251

INDEX.

INTRODUCTION.

	PAGE
Constitution and Connections of the London and North Western Railway ...	26
Passenger Territory of the London and North Western Railway and the West Coast	
Mail Route ...	27
London and North Western Tourist Districts and Educational Centres ...	28
Administration and Accommodation of the London and North Western Railway ...	28
Signalling Arrangements of the London and North Western Railway..	29
Statistical Returns of the London and North Western Railway ...	29
The Euston Terminus of the London and North Western Railway ...	30
Public and Family Omnibus Connections to and from Euston Station ...	32

STATIONS.

N.B.—The more important paragraphs are distinguished by heavier figures.

Aber, 231	Arnside, 199	Barmouth, 232	Bettws-y-Coed, 225
Aberdare, 298	Arpley, 321	Barnard Castle, 113	Bewdley, 295
Aberdeen, 173	Arran, Isle of, 188	Barnsbury, 35	Bicester, 398
Aberfeldy, 163	Ashbourne, 73	Barnwell, 394	Billing, 393
Abergavenny, 297	Ashby-de-la-Zouch, 69	Barrow, 202	Bilston, 380
Abergavenny J., 290	Ashley, 399	Barrowden, 401	Bingham Road, 375
Abergele, 218	Ashley Hill, 301	Barston, 395	Birchills, 79
Abergwilli, 287	Ashton-on-Mersey, 321	Barton and Bronghton, 79, 105	Birdingbury, 380
Abersychan, 298	Ashton-u.-Lyne, 355	Barton and Walton, 387	Birkenhead, 214
Aberystwyth, 279	Astley, 354	Barton Moss, 354	Birmingham, 375
Achill Island, 259	Aston, 356, 372	Bassalleg, 298	Birstal, 360
Ach-na-Cloich, 158	Atherstone, 76	Bassenthwaite, 197	Bishops Castle, 283
Acton, 54	Atherton, 93	Batley, 360	Bispham, 101
Acton Bridge, 91, 814	Athlone, 250	Batley Carr, 380	Blaby, 389
Adderley Park, 373	Aviemore, 166	Battersea, 35	Blackburn, 95
Adlington, 347	Aylesbury, 47, 398	Bay Horse, 105	Blackpool, 100
Admaston, 274		Bentock, 121	Blackwood, 298
Afonwen, 235, 282		Beaufort, 298	Blaenau Festiniog, 227
Albion, 379	Bagillt, 216	Beaumaris, 244	Blaenavon, 298
Alderley Edge, 330	Baiham, 35	Bebington, 214	Blaina, 298
Alexandra Dock, 321	Ballachulish, 143	Beddgelert, 235	Blair Athole, 164
Alford, 176	Ballater, 177	Bedford, 403	Blairgowrie, 172
Allerton, 314	Ballina, 259	Bedwellty Pits, 298	Blakesley, 409
Alrewas, 79, 387	Balliol Road, 321	Bedworth, 372	Blake Street, 79, 378
Althorp Park, 61	Balloch, 142	Beeston Castle and Tarporley, 211	Blencow, 191
Alton, 75	Ballycastle, 268	Belfast, 265, 102	Bletchley Jn., 43, 57
Altrincham, 321	Ballymena, 268	Belle Vue, 341	Blisworth, 398
Alyth, 172	Balmoral, 178	Belleek, 274	Bloxwich, 79
Ambleside, 186	Banavie, 143	Belmont, 250	Blunham, 404
Amlwch, 232	Banbury, 398	Berkhamsted, 45	Boat o' Garten, 166
Amphill, 403	Bauchory, 177	Berkswell, 372, 384	Bodfari, 215
Ansdeil, 100	Bangor, 232	Berrington, 295	Bodorgan, 239
Appleton, 92	Bannockburn, 149	Bescot, 379	Bollington, 348
Arbroath, 172	Barbon, 113	Bethesda, 232	Bolton, 93, 355
Ardraishig, 143	Bare Lane, 100	Betley Road, 85	Bolton - le - Sands, 111
Ardrossan, 138	Bargoed, 299	Bettws Garmon, 235	Boot, 205
Argoed, 295	Barlaston, 81, 346		Booke, 334
Armagh, 264			
Armitage, 79			

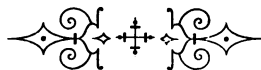
- Knockanally, 268
Knot End, 105
Knot Mill, 321
Knucklas, 283
Knutsford, 340
- Lake Side, 201
Lanark, **125**
Lancaster, **105**
Langley Green, 379
Larbert, 149
Larne, 145, 266
Latchford, 321
Launton, 398
Law June, 134, 149
Lawrence Hill, 301
Lea Green, 354
Lea Road, 99
Leamington, **380, 372**
Ledsham, 214
Leebotwood, 282
Leeds, **361, 366**
Leek, **75**
Lees, 857
Leicester, **389**
Leigh, 98, 355
Leighton Buzzard, **47**
Leith, 134
Leominster, **295**
Letterkenny, 146
Levenshulme, 341
Leyland, 96
Lichfield, **77, 387**
Lidlington, 402
Lilbourne, 391
Limerick, 251
Limerick Junc., 250
Linford, Great, 58
Lisburn, 264
Lismore, 251
Little Hulton, 355
Liverpool, **314**
Llanarthen, 287
Llanberis, **235**
Llanbister Rd., 283
Llandaff, 316
Llandebie, 289
Llandilo, 287
Llandilo Bridge, 287
Llandovery, **286**
Llandrindod Wells, **283**
Llandudno, **221**
Llandudno Junction, 221
Llandulas, 218
Llanelli, **289**
Llanerchymedd, 232
Llanfair, 239
Llanfairfechan, **231**
Llangdock, 287
- Llangammarch Wells, **286**
Llangefni, 232
Llangennech, 307
Llangunilo, 283
Llangwyllog, 232
Llangybi, 235
Llanidloes, 279
Llanishen, 209
Llanmorlais, 289
Llanrhaeadr, 215
Llanrwst, 225
Llantarnam, 299
Llanwern, 300
Llanwnda, 235
Llanwrda, 287
Llanwrtyd Wells, **286**
Llong, 215
Loch Awe, 156
Lochearnhead, 153
Lochgillhead, 142
Loch Marae, 168
Lockerbie, 149
Londonderry, **145**
Long Buckby, 61
Long Clawson, 395
Longford, 372
Longridge, 98, 99
Longsight, 341
Longport, 347
Longton, 347
Longwood, 357
Lord's Bridge, 405
Loudoun Road, 35
Loughborough, **390**
Lowes Water, **197**
Low Gill Junc., 112
Lowther, 114
Lowton, 94
Lubenham, 391
Ludlow, **293**
Luffenham, 391
Luib, 155
Luncarty, 171
Luton, 48
Lutterworth, 391
Lytham Heath, 283
Lye, 279
Lymm, 321
Lytham, **99**
- Macclesfield, **75, 347**
Macduff, 176
Machynlleth, 279
Madeley, 85
Madeley Market, 274
Magor, 301
Maida Vale, 35
Malins Lee, 274
Mallow Junc., 251
Malpas, 275
- Man, Isle of, **337**
Manchester, **341, 354**
Manorbier, 289
Market Bosworth, 69, 390
Market Drayton, 273
Market Harborough, **391, 394**
Marsden, 357
Marshbrook, 282
Marsh-Gibbon, 398
Marston Green, 372
Marton, 380
Maryborough, 250
Maryport, **198**
Maudlands, 99
Measham, 69, 390
Meltham, 368
Melton Mowbray, **394**
Menai Bridge, 233
Merthyr Tydfil, **293**
Micklehurst, 357
Middlesbrough, 369
Middleton, 113
Middlewich, 341
Middlewood, 348
Miles Platting, 355
Milford, 79
Millbrook, 357
Millom, 303
Milnrow, 356
Milnthorpe, 111
Milverton, 382
Minshall Vernon, 89
Minsterley, 278
Mirfield, 359
Moffat, **121**
Moirs, 69
Mold, 215
Mollington, 214
Monmore Grn., 380
Montrose, **173**
Monument Lane, 379
Moore, 91
Morecambe, **109**
Moreton, 296
Morley, 361
Morton Pinkney, 409
Moss Side, 99
Mossley, 357
Mossley Hill, 314
Mostyn, 216
Motherwell, 134
Mountain Ash, 299
Mow Cop, 347
Muirkirk, 125
Mullingar, 255
Mumbles Road, **290**
Mynford Junction, 227, 282
- Nairn, **166**
Nannerch, 215
Nantgarwedig, 287
Nantlle, 235
Nantwich, **274**
Nant-y-bwch, 298
Nantycwld, 215
Nantydderry, 290
Nant-y-glo, 298
Narborough, 389
Nassington, 392
Navan, 255
Neath, 299
Newark, **396**
Newcastle - under - Lyme, 347
Newcastle - upon - Tyne, **368**
New Hey, 356
New Milford, 289
New Mills, 348
Newport, 299
Newport (Mon.), **299, 298**
Newport Pagnell, 58
Newquay, **210**
New Radnor, 296
New Ross, 270
Newry, 264
Newton Bridge, 94
Newton Road, 372
Newton Stewart, 145
Newtown, 279
Nine Mile Point, 213
Norbury, 73
Normanton, 360
Northallerton, 368
Northampton, **59, 409**
North Wall, 250, 253
Northwich, 91, 343
Norton, 355
Norton Bridge, 81
Norwood Junc., 35
Nottingham, **386**
Nuneaton, **68, 76**
- Oakengates, 274
Oban, **158, 148**
Ocker Hill, 380
Oldbury, 379
Oldcastle, 259
Oldham, **356**
Old Hill, 276
Oldmeldrum, 176
Old North Road, 405
Old Trafford, 321
Omagh, 264
Onibury, 293
Ordsall Lane, 354
Oswestry, 278
Oundle, 394

INDEX TO STATIONS.

17

Overseal, 390	Pont Rug, 235	Rudyard, 75	Standon Bridge, 85!
Overton, 394	Pontsarn, 298	Rugby, 62	Stanford Park, 391
Ovooca, 270	Pont-y-pant, 226	Rugeley, 79	Stanley, 321
Oxenden, 394	Pontypool Road, 299	Rumworth, 93	Stapleton Road, 301
Oxenholme Junc-	Portadown Jn., 264	Runcorn, 314	Stathern, 395
tion, 111, 180	Port Dinorwic, 233	Rushall, 79	Staveley, 181
Oxford, 399	Portmadoc, 227, 282	Rushton, 75	Stechford, 372
	Portree, 169	Ruthin, 215	Steens Bridge, 295
	Portrush, 268	Rydal Mere, 188	Stirchley, 274
Padbury, 398	Potton, 405		Stirling, 149
Padeswood, 215	Poulton, 101	Saddleworth, 357	St. Albans, 41
Paisley, 139	Poundon, 398	Sale, 321	St. Annes, 100
Pandy, 297	Poynton, 347	Salford, 254	St. Asaph, 217
Pant Glas, 235	Prees, 275	Sandbach, 340	St. Bees, 206
Panttyfynon, 280	Prescot, 354	Sandon, 346	St. Devereux, 297
Park, 355	Prestatyn, 216	Sandside, 199	St. Helens, 92
Park Bridge, 356	Prestbury, 347	Sandy, 404	St. Ives, 312
Park Gate, 214	Presteign, 295	Sandycroft, 216	Stockport, 341
Park Street, 41	Preston, 97	Sankey Bridge, 92	Stockton, 366
Patchway, 301	Preston Brook, 91	Saundersfoot, 288	Stoke Golding, 69
Patricroft, 354	Prince's End, 380	Scalford, 394	Stokesay, 282
Peasley Cross, 92	Pwllheli, 236	Scorton, 105	Stoke-upon-Trent,
Peables, 125	Pwllpant, 299	Seascale, 205	82, 347
Pelsall, 79		Seaton, 391	Stone, 81
Pembroke, 289	Quainton Road, 398	Sedbergh, 115	Stonehaven, 173
Pembroke Dock, 289	Quaker's Yard, 299	Seedley, 354	Stony Stratford, 58
Penarth, 300	Queen's Ferry, 216	Severn Tunnel	Stornoway, 169
Penclawdd, 289	Queen's Park, 35	Junction, 301	Stourbridge, 295
Pengam, 299	Queenstown, 254	Shackerstone, 390	Strabane, 264
Penketh, 92		Shap, 114	Strachur, 142
Penkridge, 380	Radcliffe-on-Trent,	Shaw, 356	Stranorlar, 264
Penmaenmawr, 229	395	Sheepshed, 389	Stranraer, 145, 266
Pennington, 93	Rainhill, 354	Shenstone, 79, 387	Stratford - upon -
Penpergwm, 299	Ravenglass, 205	Shenton, 69	Avon, 411
Penrhy, 227	Reddish, 357	Shilton, 68	Strathpeffer Spa,
Penrith, 115, 190	Red Mile, 394	Shrewsbury, 275	168
Penruddock, 191	Repton and Willing-	Siddick Junc., 198	Strathyre, 153
Pensarn, 218	ton, 79, 387	Sirhowy, 298	Streatham Hill, 35
Penybont, 283	Rhayader, 284	Slaithwaite, 355	Strome Ferry, 169
Penygroes, 235	Rhewl, 215	Sligo, 260	Sudbury, 36, 73
Penzance, 312	Rhosgoch, 232	Smethwick, 295	Sunderland, 368
Perry Barr, 372, 378	Rhostryfan, 235	Snareston, 60	Sutton, 321
Perth, 161, 154	Rhuddlan, 217	Snowdon Ranger,	Sutton Coldfield,
Peterborough, 392	Rhyd-ddu, 235	235	79, 378
Peterhead, 175	Rhydymwyn, 215	Soho, 379	Sutton Oak, 92
Pilling, 105	Rhyl, 216	Southall, 55	Sutton Weaver, 314
Pilning, 301	Rhymney Brdg., 298	Southport, 335	Swanbourne, 398
Pinner, 38	Richmond, 54	South Shields, 368	Swansea, 290, 299
Pitlochry, 164	Rickmansworth, 41	South Shore, 100	Swansea Bay, 290
Pitsford, 394	Ridgmount, 402	Southwaite, 116	Symington, 123
Platt Bridge, 355	Ringstead, 393	Speke, 314	
Plealey Road, 278	Ripon, 367	Spellow, 314	Talley Road, 287
Pleck, 373	Risca, 298	Spital, 214	Talwain, 298
Plodder Lane, 355	Roads, 58	Spon Lane, 379	Tal-y-Cafn, 224
Plowden, 283	Roby, 354	Spratton, 394	Tamworth, 76
Plumpton, 116	Rochester Junc., 73	Staffa, 159	Tan-y-bwlch, 227
Plymouth, 308	Rochdale, 356	Stafford, 80, 273	Tan-y-Grisiau, 227
Polesworth, 76	Rock Ferry, 214	Staincliffe, 360	Tarbet, 142
Pontardulais, 280	Roman Bridge, 226	Staley, 357	Tarporley, 211
Pontesbury, 278	Road End, 379	Staleybridge, 356	Tattenhall, 211
Ponthir, 299	Rothessay, 141, 188	Stamford, 391	Taunton, 303
Pontlloftyn, 299	Rotten Park Rd., 379	Stanbridge Ford, 84	Taynuilt, 157
Pontnewydd, 299	Rowley, 279	Standish, 96	Tebay Jn., 113, 114
Pontrilas, 297			

Teignmouth, 305	Tue Brook, 321	Warrington, 91, 93	Willenhall, 373
Tenbury, 296	Tulrow, 249	Warwick, 382, 372	Willesden Jn., 35 54
Tenby, 288	Tunstall, 347	Wasdale, 205	Willington, 287
Thatto Heath, 354	Tutbury, 78	Wastwater, 205	Willuslow, 340
Theddingworth, 391	Ty Croes, 230	Waterford, 250	Windermere, 181
Thelwall, 321	Tydealey, 93, 355	Waterloo, 55	Winmarleigh, 105
Thirlmere, 191	Tyndrum, 153	Watford Junc., 39	Winsford, 89
Thorpe, 394		Waverton, 211	Winslow, 398
Thrapston, 393		Wavertree, 314	Winson Green, 379
Threlkeld, 191	Ullapool, 168	Weaste, 354	Witton, 372
Thurso, 170	Ullswater, 191	Wednesbury, 380	Woburn Sands, 402
Tighnabruaich, 142	Ulverston, 201	Weedon, 59	Wolferton, 57
Tile Hill, 372	Upper Mill, 357	Welford, 391	Wolston, 370, 391
Tilton, 394	Upton Magna, 274	Wellington, 393	Wolverhampton,
Timperley, 321	Uttoxeter, 73	Wellington, 273	373, 380
Tipperary, 251	Uxbridge Road, 35	Welshpool, 278, 279	Wood Green, 373
Tipton, 380		Welton, 59	Woolerton, 245
Tir Phil, 299		Wem, 275	Workington, 198
Tongue, 170	Valley, 239	Wembley, 35	Workington Br., 198
Torquay, 306	Varieg, 298	Wemyss Bay, 139	Worleston, 211
Towcester, 398, 409	Vauxhall, 373	Westbury, 279	Worsley, 354
Towyn, 281	Vayner, 298	West Kirby, 214	Wortley, 360
Tralee, 252	Verney Junc., 398	West Leigh, 93	Wrea Green, 99
Tram Inn, 297	Victoria, 54	Weston, 346	Wreay, 116
Treborth, 233		Weston-super-	Wrenbury, 275
Tredegar, 298		Mare, 303	Wroxeter, 274
Trefnant, 217	Waeu Avon, 298	Westport, 259	Wyde Green, 278
Trefriw, 223	Waeufawr, 235	Wexford, 270	Wyrley and Church
Tregarth, 232	Wakefield, 360	Weymouth, 301	Bridge, 79
Trench Crossing,	Wakerley and Bar-	Whaley Bridge, 348	Wythburn, 185
273	rowden, 392	Whitchurch, 275	
Trentham, 81, 346	Walcot, 274	Whitehaven, 206	
Trevil, 298	Walkden, 354	Whitland, 288	Yelvertoft, 391
Trini, 255	Walsall, 372, 79	Whitmore, 85	Ynys, 285
Triug, 47	Walton, 321	Whitwick, 390	Ynysddu, 298
Trossachs, The, 153	Wandsworth, 35	Wick, 170	Yockleton, 279
Troutbeck, 191	Wansford, 392, 394	Wicklow, 270	York, 365
Truro, 311	Wappenham, 398	Widnes, 92, 321	Yorton, 275
Tryfan Junc., 235	Warburton, 321	Wigan, 94, 355	Youghall, 251
Tuam, 255	Warrenpoint, 264	Willaston, 274	Ystrad, 299





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<i>Assistant Superintendent of Line</i> ...	MR. R. TURNBULL, „
<i>Continental Traffic Superintendent</i> ...	MR. E. MICHEL, „
<i>Chief Engineer</i>	MR. F. STEVENSON, „
<i>Assistant Engineer, New Works</i> ...	MR. E. B. THORNHILL, „
<i>Assistant Engineer Permanent Way</i>	MR. H. FOOTNER, Crewe.
<i>Mechanical Engineer</i>	MR. F. W. WEBB, „
<i>Marine Superintendent</i>	CAPT. W. H. BINNEY, Holyhead.
<i>Chief of Audit Department</i>	MR. J. PARTINGTON, Euston.
<i>Chief Accountant</i>	MR. F. WHITTLE, „
<i>Chief Cashier</i>	MR. J. KIRKWOOD, „
<i>Chief Tel. Supt. and Engineer</i> ...	MR. J. W. FLETCHER, Manchester.
<i>Carriage Superintendent</i>	MR. C. A. PARK, Wolverton.
<i>Wagon Superintendent</i>	MR. J. W. EMMETT, Earlestown.
<i>Estate and Land Agent</i>	MR. C. HULL, Euston.
<i>Signal Superintendent</i>	MR. A. M. THOMPSON, Crewe.
<i>Supt. of the Horse Department</i> ...	CAPT. A. BARTHORP, Euston.

General Offices, Euston Station, N.W.

Chief City Office.

BROAD STREET STATION, ELDON STREET, E.C.

London Goods Stations.

BROAD STREET, E.C. CAMDEN, N.W. WORSHIP STREET, E.C.
HAYDON SQUARE, MINORIES, E.

London Shipping Wharves.

POPLAR, E. TILBURY DOCKS.
ROYAL VICTORIA AND ALBERT DOCKS.

THE LONDON & NORTH WESTERN RAILWAY.

DISTRICT OFFICERS.



District Passenger Superintendents.

EUSTON...Mr. J. GROOM. NORTHAMPTON...Mr. R. PURSELL. BIRMINGHAM...Mr. F. V. DENNING.		LIVERPOOL...Mr. J. SHAW. MANCHESTER...Mr. G. E. MAWBY. CHESTER...Mr. E. A. NEELE.
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District Traffic Manager.

DUBLIN...Mr. W. G. SKIPWORTH, North Wall Station.

District Traffic Superintendents.

SHREWSBURY...Mr. J. OWEN. ABERGAVENNY...Mr. J. BISHOP.		LANCASTER...Mr. H. CATTLE. WHITEHAVEN...Mr. A. ENTWISTLE.
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District Goods Managers.

LONDON...Mr. R. F. CASTLEMAN. NORTHAMPTON ... Mr. H. W. BLAKENEY. WOLVERHAMPTON...Mr. T. MITCHELL. RUGBY...Mr. H. J. SIZE. SHEFFIELD...Mr. W. MURFIN, Jun.		CREWE...Mr. R. D. SHARPE. WARRINGTON...Mr. E. BRAIDE. LIVERPOOL...Mr. W. BINGHAM. CHESTER...Mr. T. HENSHAW. LEEDS...Mr. H. B. TAYLOR. BRISTOL...Mr. J. CHARNOCH.
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Goods Superintendents.

BIRMINGHAM...Mr. W. J. NICHOLS. MANCHESTER...Mr. W. J. CHIPMAN.		NOTTINGHAM...Mr. G. E. HARRISON.
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Cattle Superintendent: CREWE...Mr. W. D. PARSONS.

Rolling Stock Superintendent: STAFFORD...Mr. W. ROWELL.

Divisional Engineers.

WATFORD...Mr. W. H. WILLIAMS. NORTHAMPTON...Mr. J. KELLETT. WALSALL...Mr. T. CANBY. CREWE...Mr. J. H. W. BUCK. LIVERPOOL...Mr. W. ANDREWS.		LONGSIGHT...Mr. L. K. JONES. LANCASTER...Mr. R. CRICHTON. BANGOR...Mr. W. DAWSON. ABERGAVENNY ... Mr. C. O. COTTON.
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THE LONDON & NORTH WESTERN RAILWAY.

LONDON BOOKING OFFICES. Excursion and Ordinary Tickets.

Chief Office: EUSTON STATION, N.W.

Families and Parties from London can procure their Tickets for themselves, Servants, Horses, &c., at any time within one week prior to their intended journey, upon application to the Chief Booking Clerk at Euston Station.

The "Enquiry Office" at Euston is open throughout the day (Telephone No. 7593).

Chief City Office:—BROAD STREET STATION, E.C. (TELEPHONE, 114.)

BRANCH OFFICES.	
	SPREAD EAGLE, 3, WHITTINGTON AVENUE, LEADENHALL MARKET.
	13, EASTCHEAP.
	SWAN-WITH-TWO-NECKS, GRESHAM STREET.
	CROSS KEYS, WOOD STREET, CHEAPSIDE.
	15, QUEEN STREET, CHEAPSIDE.
E.C.	25, ALDERSGATE STREET.
	30, WEST SMITHFIELD.
	8 AND 9, CLERKENWELL GREEN.
	BOLT-IN-TUN, FLEET STREET.
	116 AND 117, HOLBORN.
	74, KNIGHTRIDER STREET.
	65, ALDGATE.
E.	SHOREDITCH, RAILWAY ARCH, GREAT EASTERN RAILWAY.
	ROYAL ALBERT AND VICTORIA DOCKS, 11, BARKING ROAD, CANNING TOWN GOODS STATION.
	GEORGE AND BLUE BOAR, HIGH HOLBORN.
	43, NEW OXFORD STREET.
W.C.	ATLAS OFFICE, 167, TOTTENHAM COURT ROAD.
	GOLDEN CROSS, CHANCING CROSS.
	70, ST. MARTIN'S LANE.
	COVENT GARDEN, 3, JAMES STREET.
	UNIVERSAL OFFICE, SPREAD EAGLE, PICCADILLY CIRCUS (<i>Messrs. H. Gaze & Sons</i>).
	231, EDGWARE ROAD.
	LION, 108, NEW BOND STREET.
W.	496, OXFORD STREET.
	GRIFFIN'S GREEN MAN AND STILL, 211, OXFORD STREET.
	BAYSWATER, 33, HEREFORD ROAD.
	KENSINGTON, 33, HIGH STREET.
	WESTMINSTER, 34, PARLIAMENT STREET.
	117, BOROUGH.
S.E.	233 AND 234, BLACKFRIARS ROAD.
	SURREY RAILWAY OFFICE, 138, NEWINGTON CAUSEWAY.
	194, WESTMINSTER BRIDGE ROAD.
S.W.	HOTEL WINDSOR, LATE ARMY AND NAVY HOTEL, VICTORIA STREET.
	KNIGHTSBRIDGE, 34, ALBERT GATE.
N.	ISLINGTON, "ANGEL," 5, PENTONVILLE ROAD.

These can also be obtained of MESSRS. HENRY GAZE AND SONS, 142, STRAND, LONDON.

N.B.—FARES. *The ordinary and express fares quoted in the "OFFICIAL GUIDE TO THE LONDON AND NORTH WESTERN RAILWAY" are those current at the time of publication, and are subject to alterations, which will be duly notified in the "OFFICIAL TIME TABLES." During the Tourist and Excursion Season special fares are usually granted to the principal cities and health resorts of the United Kingdom. Full particulars of these arrangements are given in the annual "PROGRAMME OF TOURS ON THE LONDON AND NORTH WESTERN RAILWAY," which can be obtained at Euston and at other stations throughout the system.*

THE LONDON & NORTH WESTERN RAILWAY.

GOODS DEPARTMENT.

Merchandise, Mineral, Live Stock, and General Produce Traffic.

LONDON GOODS STATIONS.

- BROAD STREET, E.C.** Telephone No. 114. For City, Borough, and East End traffic. A warehouse is provided for the convenience of traders, also large cellars for ales, wines, and spirits. Special warehouses are provided for Irish and American provisions. District representative for London and South Eastern Counties east of Tunbridge and Hastings (inclusive).—MR. R. F. S. CASTLEMAN, Broad Street Goods Station, Elton Street, E.C. Telephone No. 114.
- WORSHIP STREET, E.C.** This is an adjunct to Broad Street for coals, minerals, hay, straw, potatoes, and all classes of station-to-station traffic.
- CAMDEN, N.W.** For all kinds and classes of goods and mineral traffic. Special accommodation is provided for hay, straw, potatoes, minerals, and coal. The Company's canal Docks afford access by barge to all parts of London.
- HAYDON SQUARE, MINORIES, E.** Telephone No. 4310. For general traffic, with extensive warehouses for Irish and American provisions; bonded warehouses for tobacco and cigars; also bonded cellars for whisky, wines, and spirits.

LONDON SHIPPING TRAFFIC.

- POPLAR, E.** Telephone No. 5020. For shipping traffic to be delivered by cart, barge, or truck, to all docks, wharves, or vessels in the river; also for general traffic to be warehoused or delivered.
- EXPORT TRAFFIC.**—For the convenience of the shipping traffic to London the Company have access by truck alongside the East, the West, the South West, the Millwall, the Victoria, the Albert, and the Tilbury Docks, and the owners of consignments are relieved from the payment of dock dues (with a few exceptions) on export traffic when conveyed at rates which include delivery.
- IMPORTED GOODS** can be loaded direct from the various docks and consigned to any railway station on the "*London and North Western Railway*," or to those of its systems in connection; or they can be barged from the docks or wharves and from alongside vessels in the river to *Poplar Station* for further transit.
- 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 have their own trains to and from the docks, and the London shipping rates apply.

Information as to merchandise, mineral, live stock, and general produce traffic, may be obtained of Mr. FRANK REE, Chief Goods Manager, Euston Station, London, N.W.; or through the Company's District Goods Managers, or Station Agents. Applications as to rates and arrangements for coal traffic to be made to Mr. W. FEWKES, Assistant Traffic and Mineral Manager, Euston Station. Applications as to rates other than coal and Continental to be made to Mr. H. PARTINGTON, Assistant Goods Manager, Euston Station. Applications as to Continental rates and arrangements to be made to Mr. E. MICHEL, Continental Traffic Superintendent, Euston Station.

Provincial Goods Arrangements.

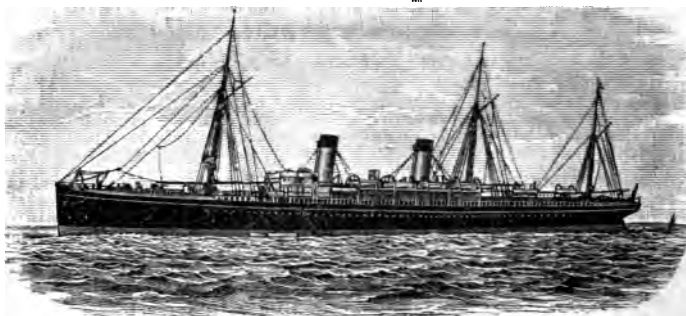
Excellent accommodation for dealing with all classes of traffic is provided at Birmingham, Liverpool, Manchester, Leeds, Holyhead, Dublin, Edinburgh, Leith, Glasgow, Greenock, Dundee, Aberdeen, and the chief cities of the Midland Counties, the West of England, Lancashire, Yorkshire, the North of England, Scotland, Wales, and Ireland. Bonded warehouses for the storage of wines and spirits will be found in London (*Haydon Square and Camden*), Birmingham, Burton, Manchester, Leicester, Leeds, Swansea, Wolverhampton, and Dudley; also at Birmingham (*Curzon Street*) and London (*Haydon Square*) for cigars, tobacco, and other commodities.

WHITE STAR LINE.

ROYAL MAIL STEAMERS.

LIVERPOOL TO NEW YORK **EVERY WEDNESDAY**

Calling at QUEENSTOWN for MAIL and PASSENGERS.



THE magnificent new Twin Screw Steamers, "MAJESTIC" and "TEUTONIC," built by the eminent shipbuilders, Messrs. Harland & Wolff, Belfast, at 1,400 tons, are amongst the longest vessels in the world, and sail regularly in the itinerary of the Line. They are fitted with all the most recent improvements, are luxuriously furnished, and unsurpassed in the excellence of their appointments for the comfort and convenience of passengers.

Saloon Fares—"MAJESTIC" and "TEUTONIC."

WINTER SEASON—£12 to £25. Deck Rooms and Suites, from £50 upwards.

SUMMER SEASON—£18 to £35 per berth. Deck Rooms and Suites, £80 and upwards.

RETURN RATES 10 PER CENT. OFF DOUBLE FARES.

By "BRITANNIC," "GERMANIC," "ADRIATIC," AND "CELTIC."

£12, £15, £18, and £22 per berth, according to position of berth and number in State Room, all having equal privileges in the Saloon.

CHILDREN, UNDER TWELVE YEARS, HALF FARE. INFANTS UNDER TWO YEARS, FREE.

RETURN TICKETS, £24 to £40.

SECOND CABIN, £8 10s to £10, ACCORDING TO STEAMER AND SEASON OF THE YEAR. RETURN, £13 to £18.

~~10-35~~ STEERAGE RATES to NEW YORK, BOSTON, or PHILADELPHIA as low as by any other first-class Line.

THROUGH BOOKINGS TO JAPAN, CHINA, AUSTRALIA, AND NEW ZEALAND

AT SPECIALLY REDUCED RATES.

Apply to JAMES SCOTT & CO., Queenstown; H. GENESTAI & DELZONS, 1, Rue Scribe, Paris; A. W. WILSON, 61, Piccadilly, Manchester; H. MAITLAND KERSEY, 29, Broadway, New York; or to ISMAY, IMRIE & CO., 34, Leadenhall St., London, and 10, Water St., Liverpool.

For the "White Star Line," see page 125.

The Official Guide
TO
THE
LONDON & NORTH WESTERN
RAILWAY.

INTRODUCTION.

WHEN Dr. Arnold, the popular headmaster of Rugby School, beheld one of the first "*London and Birmingham*" trains that passed through Rugby, he is said, while watching its departure, to have exclaimed, "I rejoice to see it, and think that feudalism has gone for ever." More than fifty years have rolled by, and this passing impression has met with ample verification; for the rapid development of the railway system has, more than any other modern agency, tended to the breakdown of those natural or artificial barriers which for centuries had existed between nations and between men. But this same development has also furnished a suitable arena for displaying the better features of true chivalry, seeing that it has called for the most highly-trained mental and physical powers to be spent in the service of the people. Thus in its onward march of progress the railway movement of this nineteenth century has undeniably exercised a humanising influence by opening new fields for the employment of those twin helpers, Capital and Labour. It has likewise conducted towards the broadening and deepening of the national life, by affording countless opportunities for such intercourse, education, and commerce as result in a manifest increase of material prosperity. If these conclusions be correct—and we submit the facts of our present international position as the best evidence of their truth—the "*London and North Western Railway*" and other great traffic corporations of the United Kingdom are something more than merely successful mercantile speculations, and may fairly claim to have rendered their full quotas of service towards the welfare of the State. Hence a brief review of the "*North Western*" territory, the principles that govern its practical administration,

the results already achieved, and the programme that appears to lie in its more immediate future, may be of interest to general readers, suggest useful information to actual or prospective travellers, and prove of some little service as a key to the design, the arrangement, and the matter of the "*Official Guide to the London and North Western Railway.*"

**Constitution
and Con-
nections of the
"London and
North West-
ern Railway."**

Some sixty years ago, on the 6th of May, 1833, an Act of Parliament was obtained for the construction of the "*London and Birmingham Railway,*" a line 112½ miles in length, which was opened throughout during 1838. Eight years later, 1846, witnessed its amalgamation with the "*Grand Junction*" and the "*Manchester and Birmingham*" systems, the corporation thus formed being thenceforth known as the "*London and North Western Railway.*" Approaching the completion of its first half-century, we find that the Company now possesses an authorised capital of £111,457,620, and controls 1,858 miles of line. During the year 1892 the "*North Western*" earned a revenue of £11,725,009, realised from the transit of 67,231,603 passengers and 33,000 season-ticket holders, also from the conveyance of some 37,498,235 tons of merchandise and minerals. Such figures afford a very practical testimony from the travelling and the trading public as to the reliability of the Company's Directorate and the capabilities of its iron roads. From the earliest period of its development the "*London and North Western Railway*" has maintained intimate working connections with its associated systems—connections which are especially accentuated in its relations with the popular "*Caledonian Railway.*" This old-established alliance has resulted in the institution and maintenance of the popular "*ROYAL MAIL WEST COAST ROUTE,*" the great trunk line between England and Scotland, at Perth linked with the "*Highland*" system, and at Aberdeen with that of the "*Great North of Scotland Railway.*" The "*North Western*" "*Royal Mail*" track to Holyhead finds its natural complement in the "*Royal Mail*" steamers of the "*City of Dublin Steam Packet Company,*" also in the "*North Wall Express Steamers.*" By either of these Channel services its passengers can at Kingstown or at Dublin join the fast trains of the "*Dublin, Wicklow and Wexford,*" the "*Great Southern and Western,*" the "*Midland Great Western,*" and the "*Great Northern*" railways; while connections can be made at Cork with the "*Cork, Bandon and South Coast*" system, also at Belfast with those of the "*Belfast and Northern Counties*" and the "*Belfast and County Down.*" Next in their importance are the traffic connections over the "*Great Western*" and the "*North Eastern*" systems, also those that

exist with the "*Lancashire and Yorkshire*," the "*North Staffordshire*," the "*Cambrian*," and the "*Furness*" railways, while the "*Great Eastern*" metals are similarly linked with the West Coast Route. From Willesden Junction extend branch lines that afford access to the territories of the "*London, Brighton and South Coast*," the "*London, Chatham and Dover*," the "*London and South Western*," and the "*South Eastern*" systems, also to the Metropolitan and suburban constituencies of the "*North London*" and the "*District*" railways. The foregoing systems, if included with the metals of the "*London and North Western Railway*," furnish an aggregate track of some 14,000 miles, or more than two-thirds of the national railway system. In addition we should mention the Company's connections with the waterways of the Clyde and the Western Highlands *via* Gourock, Greenock, and Wemyss Bay.

**Passenger
Territory of
the "London
and North
Western Rail-
way" and the
West Coast
Mail Route.**

It is evident that the territory and territorial connections comprised within the foregoing outlines will be found to embrace the larger portion of the United Kingdom. Within reach of its famous "*Royal Mail West Coast Route*" lie the picturesque Lowlands, grand old Edinburgh, mercantile Glasgow, Stirling, Callander, Oban, Perth, Inverness, Dundee, Aberdeen, and the romantic Highlands of Scotland, the land of lochs, rivers, and mountains. *En route* to Caledonia lies the peerless English Lake District of Windermere, Ambleside, and Keswick. More to the south extends a salubrious coast lined by the watering-places of Lancashire. Peculiarly associated with the "*North Western*" system are the beautiful regions of Wild Wales, which has been well termed "*Switzerland in miniature*," ever famous for Bettws-y-Coed, the Conway Valley, and the summit of Snowdon. Beyond St. George's Channel, and best reached *via* ancient Chester and Holyhead, is Ireland, "the first gem of the sea," a region of broad rivers, lovely lakes, and majestic mountains, with a grand Atlantic seaboard. By way of Leeds the "*North Western*" expresses speed towards Hull, the ancient city of York, Scarborough, Filey, Bridlington, Whitby, and Saltburn; while by Harrogate and Ripon they sweep onwards to Newcastle-upon-Tyne. Westward *via* Shrewsbury are Aberystwyth, Carmarthen, Tenby, Swansea, and the fair countryside of Central Wales; while *via* Hereford, the "*North Western*" expresses approach Newport and Cardiff, or through the Severn Tunnel run to old-world Bristol, fertile Somerset, the charming scenery of North and South Devon, and the sea-girt coast of Cornwall. From Manchester or Nuneaton are train services that afford access to Buxton, Ashbourne, and

the Peak District of Derbyshire. The watering-places and country towns of the Eastern Counties can be reached *via* Peterborough; while Ramsgate, Margate, Deal, Dover, Folkestone, Hastings, Eastbourne, Brighton, Bognor, Southsea, Southampton, Bournemouth, and Weymouth can be approached *via* Willesden Junction. Finally, the far West of America and the nearer East of Continental Europe are linked together by the "*North Western*" metals, that extend between Holyhead or Liverpool and Euston.

"London and North Western" Tourist Districts and Educational Centres.

It will be evident that the foregoing fields afford countless attractions for members of the tourist brotherhood, be they sportsmen, artists, or holiday folk; but we may ere passing from the subject of passenger traffic remind our readers that within the limits of "*North Western*" services will be found quaint cathedral cities, ruined abbeys, ancestral seats, and many other spots of undying historic interest. At the same time these trains cover a most important residential area, and afford access to the chief centres of higher education. Both Oxford and Cambridge can be reached by the "*North Western Railway*," also the Scottish Universities of Aberdeen, Glasgow, and Edinburgh; Dublin being likewise reached by its steamers. Equally approachable are the University and grammar-school centres of Birmingham, Nottingham, Manchester, Liverpool, Bristol, Cardiff, Aberystwyth, and Bangor; also the public schools of Westminster, St. Paul's, Harrow, Rugby, and Shrewsbury. These, too, are supplemented by such ancient foundations as those of Berkhamsted, Bedford, Coventry, Warwick, Sutton Coldfield, Leicester, Walsall, Wolverhampton, Derby, Newcastle-under-Lyme, Macclesfield, Bradford, Leeds, York, Ripon, Lancaster, Sedbergh, Heversham, Kendal, Carlisle, Chester, Ruthin, Brecon, Llandovery, Carmarthen, Ludlow, Hereford, Taunton, Tiverton, Exeter, Plymouth, and the Isle of Man.

Administration and Accommodation of the "London and North Western Railway."

Having dealt with the vast territory which is covered by the passenger services of the "*London and North Western Railway*," it is now incumbent upon us to notice a few of the more characteristic features that are associated with its administration. In the "*Ninth Half-yearly Report of the London and Birmingham Railway*," issued on the 21st of February, 1838, we find that the Directors therein state that it has been "their chief aim in the regulation of the trains to ensure a uniform precision of movement on the railway." It was a dictum of the late Sir George Findlay that nothing "adds so much to the reputation of a line, or redounds so much to the credit of the

officers and servants, as a well-appointed and punctual passenger service." And from the same source we learn that "a sound permanent way, powerful and efficient engines, an ample supply of suitable rolling stock, the most perfect signalling and telegraph arrangements—especially the block telegraph system—continuous brakes, and last, but not least, a highly-trained and thoroughly-qualified staff" are absolutely essential towards the successful conduct of an extensive passenger, goods, and mineral traffic. Referring to the equipment of the "*North Western*" expresses, we should note that handsomely-upholstered drawing-room carriages are comprised in certain trains, while superior sleeping saloons are attached to all night expresses for Liverpool, Manchester, Holyhead, Stranraer, Edinburgh, Glasgow, and Perth. While the third class accommodation is of the best, the comfortable first class family carriages, or compartments with lavatories attached, absolutely leave nothing to be desired. The West Coast Corridor Dining Car Express, which is now running between England and Scotland, is one of the most perfect examples of high-class British rolling stock.

**Signalling
Arrangements of the
"London and
North West-
ern Railway."**

But the subject that ranks beyond all others in the estimation of the travelling public is the importance of perfect signalling arrangements. Seeing that the line is worked on the absolute block system, we find that it employs numerous experienced signalmen, who occupy 1,500 cabins, representing the control of 14,000 signals, 17,000 night lamps, and 32,000 levers; the whole system, constructed at a cost of about £2,000,000, annually keeping some 600 men constantly employed in maintaining its repair. As a proof of the commendable caution used to secure safety for passengers, we might mention that between London and Manchester alone are 159 separate block sections, occupying the services of 318 signalmen. An example of the special precautions adopted under cases of exceptional difficulty occurred during a recently-prolonged period of fog, when 3,752 extra men had charge of 2,462 fog-signals.

**Statistical
Returns of
the "London
and North
Western
Railway."**

From some recently-issued and interesting official returns we find that the Company owns 800 stations, and maintains a staff of 65,000 employés, 8,000 of whom are directly engaged in the running of the trains. Few, if any, traffic corporations in the world can claim such a valuable locomotive and rolling stock, including as it does some 2,700 engines, 7,500 carriages, and 60,000 mineral and merchandise waggons. The daily locomotive services demand the consumption of 3,224 tons of

coal, an aggregate of 1,180,154 tons per annum; the fuel bill of the Company for the year 1892 amounting to no less a sum than £502,911. During the same period a sum of £16,260 was expended upon water, entailing a daily consumption of 24,022 tons, or 8,791,147 tons per annum; while oil, tallow, and other locomotive stores cost no less than £74,593. The wages expended upon the working of locomotives reached a total of £589,603. With the view of maintaining the magnificent permanent way and stations in the best possible condition, the Directors, during the year 1892 sanctioned an outlay of £1,124,137, while £2,393,478 was demanded for traffic expenses. The use of the electric telegraph cost £52,716, or about £1,000 weekly. At a time when the representatives of Capital and Labour are too often at variance, it is satisfactory to note that during 1892 the Company's contribution to its insurance, provident, and pension societies was £26,689; an additional £16,286 being allotted to the superannuation fund, and £2,126 devoted to its schools.

**The Euston
Terminus
of the
"London and
North West-
ern Railway."**

The carriage approach to the London terminus of the "*London and North Western Railway*" is marked by a statue of Robert Stephenson, who superintended the construction of the main line from London to Birmingham. Passing beneath the Euston Hotel—which is owned and managed by the Company—passengers enter a spacious courtyard in view of the massive Doric portico which affords access to Euston Station, where within the great hall stands a colossal statue of worthy George Stephenson, the father of the English railway system. EUSTON STATION is supplied with a letter-box, a telegraph office will be found in the hall, and a General Post Office is in the entrance lodge by the portico. At the three bookstalls may be obtained the chief issues of the weekly press, monthly periodicals, and an assortment of current literature; also the leading London dailies, including the *Daily Chronicle*, the *Daily Graphic*, the *Daily News*, the *Daily Telegraph*, the *Financier*, the *Financial News*, the *Financial Times*, the *Morning*, the *Morning Advertiser*, the *Morning Leader*, the *Morning Post*, the *Sporting Life*, the *Sportsman*, the *Standard*, and the *Times*. The evening newspapers comprise the *Echo*, the *Evening News and Post*, the *Evening Standard*, the *Globe*, the *Pall Mall Gazette*, the *St. James's Gazette*, the *Star*, the *Sun*, and the *Westminster Gazette*. Here, too, may be purchased the principal daily journals of Birmingham, Dublin, Edinburgh, Glasgow, Liverpool, Manchester, and Leeds; also the various volumes belonging to the "*Official Series of Railway*"
to the entrance of the large hall is a General Inquiry
passengers can be furnished with every information

relating to the trains or the station. The clerk in attendance is also supplied with money, and can furnish change to passengers. Here, too, is the Boy Messengers Stall. Refreshments, with breakfasts, luncheons, and dinners, can be obtained at the refreshment-room on the down platform, also at the refreshment buffets in the hall. Luncheon

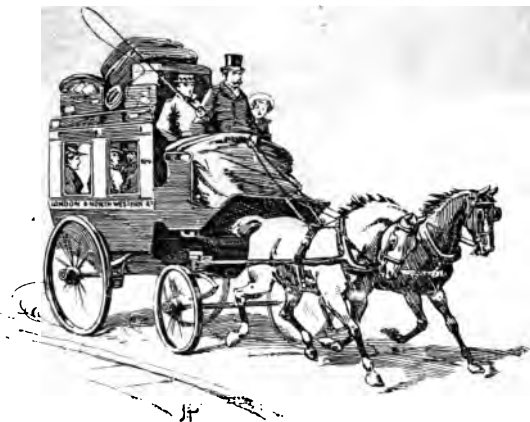


THE GREAT HALL, EUSTON STATION.

baskets are kept in readiness at Euston, Bletchley, Northampton, Rugby, Nuneaton, Stafford, Stoke, Crewe, Birmingham, Liverpool, Manchester, Chester, Holyhead, Preston, Carlisle, Glasgow, Stirling, and Perth; also at Shrewsbury, Hereford, Bristol, Exeter, and Plymouth. Hot luncheons, if previously ordered by telegram, can be prepared at Rugby, Stafford, and Crewe.

**Public and
Family
Omnibus
Connections
to and from
Euston
Station.**

Although the chief connections with the railways of the Metropolis, Kent, Sussex, and the South Coast are mostly made at WILLESDEN JUNCTION, it should be mentioned that an important omnibus service exists between EUSTON and the CHARING CROSS STATION of the "*South Eastern Railway*," so well known for its Royal Mail express routes via Dover and Folkestone to Calais, Ostend, and Boulogne for Paris, Berlin, and Brussels. Through Continental bookings for the principal stations on the "*London and North Western Railway*" can be obtained in Antwerp, Brindisi, Brussels, Cologne, Dieppe, Florence, Flushing, Geneva, Lucerne, Marseilles, Naples, Nice, Paris, Rome, and Rotterdam. These tickets permit their holders to travel free by the omnibuses that run between Euston and Charing Cross. A similar omnibus service is provided from the WATERLOO STATION of the "*London and South Western Railway*," whence express services depart for the Channel Islands and the Continent. Passengers by the Continental expresses of the "*London, Chatham and Dover Railway*," also those from the "*London, Brighton and South Coast*" or the "*Great Eastern*" systems, can as quickly reach Euston by a short cab-drive. The nearest station on the "*Metropolitan Railway*" is at Gower Street. Family omnibuses are sent to any residence or railway station in London, Birmingham, Liverpool, or Manchester on previous application to the respective station masters.



A LONDON AND NORTH WESTERN FAMILY OMNIBUS.



MAP
OF THE
LONDON AND METROPOLITAN
DISTRICT,
IN
DIRECT CONNECTION
BY THE
EXPRESS SERVICES
OF THE
London and North Western Railway,
THE
ROYAL MAIL WEST COAST ROUTE,
WITH
LEAMINGTON, EDINBURGH, CHESTER,
BIRMINGHAM, GLASGOW, BANGOR,
WALSALL, GREENOCK, DUBLIN,
WOLVERHAMPTON, STIRLING, CORK,
MANCHESTER, PERTH, QUEENSTOWN,
LIVERPOOL, INVERNESS, GALWAY,
PRESTON, DUNDEE, BELFAST,
CARLISLE, ABERDEEN, LONDONDERRY,
AND ALL PARTS OF
ENGLAND, SCOTLAND, WALES, AND IRELAND.

FROM THE NORTH
TO THE
WEST OF ENGLAND
VIA THE
SEVERN TUNNEL.

The London and North Western Railway Company (in conjunction with the Great Western Railway Company) run

EXPRESS TRAINS EVERY WEEK-DAY

BETWEEN

EDINBURGH (Princes St.)
GLASGOW (Central)
CARLISLE
LIVERPOOL
MANCHESTER
LEEDS

AND

BRISTOL
CARDIFF
EXETER
TORQUAY
PLYMOUTH
PENZANCE

The through times for these Express Trains will be found in the Time Books of the London and North Western and Great Western Companies, which can be obtained at the Stations and Bookstalls.

Carriages for Family Parties and Invalids can now be run through from London and North Western Stations to any Station on the Great Western Railway in the West of England without break of gauge. Terms and other information can be obtained at the Stations.

THE LONDON, SUBURBAN, ST. ALBANS, AND BLETCHLEY SERVICES.

SECTION I.—LONDON (*Euston, Broad Street, and Victoria*)
TO WILLESDEN JUNCTION; HARROW FOR
STANMORE; WATFORD JUNCTION FOR ST.
ALBANS AND RICKMANSWORTH; BOXMOOR
FOR HEMEL HEMPSTED; BERKHAMSTED;
CHEDDINGTON JUNCTION FOR AYLESBURY;
LEIGHTON FOR DUNSTABLE AND LUTON;
AND TO BLETCHLEY FOR BANBURY, OXFORD,
BEDFORD, AND CAMBRIDGE.

ALTHOUGH the "*London and North Western Railway*" is chiefly celebrated as the "**ROYAL MAIL ROUTE**" between London and the Midland Counties, Lancashire, Yorkshire, the English Lake District, North Wales, and Ireland, it is likewise noteworthy for its picturesque residential and hunting territory, which is served by numerous well-appointed trains that depart from *Euston* or *Broad Street* for Watford and St. Albans. Supplementary services run to Bletchley, which can also be reached by several main-line expresses. The services from the City terminus traverse such populous neighbourhoods as Hackney, Dalston, and Islington, ere they join the route of the Euston trains that proceed through St. John's Wood and Kilburn to Willesden Junction. At this point the "*North Western*" system is in direct connection with Croydon, Victoria, Waterloo, and Kensington. Some four miles northward is Harrow, famous for its great public school. A short branch line extends hence towards Stanmore, a high-class residential village. After clearing Pinner the trains enter Hertfordshire, and run through Bushey to Watford, a favourite centre for residence. Here passengers by certain expresses exchange carriages for Rickmansworth and the ancient city of St. Albans. Lower down on the main line are Boxmoor, a station for Hemel Hempsted; Berkhamsted, a small market town with an excellent foundation grammar school; Tring; and Cheddington Junction, whence extends a branch towards Aylesbury. From Leighton Buzzard passengers can proceed to Dunstable and Luton. At Bletchley travellers can join the western line that affords access to Buckingham, Banbury, and Oxford, also the eastern road which via Bedford affords communication with Cambridge.



ROUTE MAP.—I. EUSTON TO NORTHAMPTON, RUGBY, AND PETERBOROUGH.

PASSENGERS leaving EUSTON by the "*North Western*" suburban services travel via CHALK FARM, LOUDOUN ROAD (for *Swiss Cottage*), KILBURN AND MAIDA VALE, and QUEEN'S PARK to WILLESDEN JUNCTION, which can be reached by the expresses within ten minutes after their departure from Euston. From the City terminus at BROAD STREET trains run via DALSTON JUNCTION—where they can be joined by passengers from Bow, Poplar, and Stratford—Highbury and Islington, CALEDONIAN ROAD AND BARNSBURY, and CAMDEN TOWN towards the "*North Western*" main line at CHALK FARM, whence they also proceed through LOUDOUN ROAD, KILBURN, and QUEEN'S PARK to WILLESDEN JUNCTION. Other "*London and North Western*" services emanating from VICTORIA—where they are in direct connection with the "*London, Brighton and South Coast*" and the "*London, Chatham and Dover*" systems—run by way of GROSVENOR ROAD, BATTERSEA, CHELSEA, and WEST BROMPTON to KENSINGTON (*Addison Road*). At this point these trains can be joined by passengers who have travelled from WATERLOO—thus affording access from all parts of the "*London and South Western*" and the "*South Eastern*" railways—before they continue their journey via UXBRIDGE ROAD (for *Shepherd's Bush*) and ST. QUINTIN PARK AND WORMWOOD SCRUBBS to WILLESDEN JUNCTION. Lastly, we must remind our readers who may reside at CROYDON that they can travel by the "*North Western*" local services that depart from the *New Station* and run through NORWOOD JUNCTION—which is in direct connection with the CRYSTAL PALACE (*Low Level Station*)—GIPSY HILL, WEST NORWOOD, STREATHAM HILL, BALHAM, and WANDSWORTH COMMON to CLAPHAM JUNCTION, whence they follow the same route as the trains from Victoria, viz., by way of KENSINGTON (*Addison Road*) to

WILLESDEN JUNCTION

(For *Willesden, Neasden, and Harlesden*),

Fares from Euston—	1st, -/9; 2nd, -/6; 3rd, -/5.	Return—1st, 1/-; 2nd, -/10; 3rd, -/8.
" " Broad Street—	" -/9; " -/6; " -/5.	" " 1/3; " -/9; " -/8.
" " Victoria—	" -/10; " -/7; " -/5½.	" " 1/4; " -/10; " -/9.
Annual Season Tickets from Euston—	1st, £8 10s.; 2nd, £6 10s.	
" " Broad Street—	" £12; " £8 10s.	
" " Victoria—	" £12 10s.; " £9.	

5½ miles from Euston. Seeing that the passenger services which converge towards or diverge from this well-known railway centre are noticed in connection with the main-line express services for the North, we shall here simply remark upon the attractions of Willesden as a place of residence. During the last ten years the admirable traffic facilities of the "*London and North Western Railway*" have greatly conduced towards the rapid development of Willesden as a residential centre. According to the recent census of 1891 the

district now contains a population of 61,266 inhabitants, compared with 27,613 which were registered in 1881. These figures will perhaps afford the best proof that this salubrious suburb may be warmly commended for its pleasant rural outskirts, attractive residential villas, numerous churches, good schools, and especially for its easy accessibility from the Metropolis.

Resuming our journey towards the picturesque countryside of "Greater London," we now move onwards to **SUDBURY AND WEMBLEY**, near which we gain a view of the Wembley Tower on our right. Farther distant we may discern the fine mansion of Bentley Priory, while to the left rise the wooded heights of

HARROW

(For Stanmore),

Fares—1st, 1/6; 2nd, 1/-; 3rd, -/9. Return—1st, 2/3; 2nd, 1/6; 3rd, 1/-.
Annual Season Tickets from Euston—1st, £13 13s.; 2nd, £10 10s.; 3rd, £8.
Annual Season Tickets from Euston or Broad Street—1st, £15; 2nd, £12.

11½ miles from Euston. Harrow-on-the-Hill is one of the prettiest residential towns to be found within twelve miles of the Metropolis. From its lofty site on the summit of a hill four hundred feet above the level of the sea, it commands magnificent rural prospects, one well-known view-point being the tomb in the tree-shaded churchyard which was a favourite resort with the poet Byron when a boy at school. The ancient parish church of St. Mary's, which is approached through a modern oaken lych-gate, is a spacious cruciform structure, surmounted by a lofty spire, and partaking of the various Gothic styles that prevailed from the fourteenth to the sixteenth century, although it still retains portions of the earlier Norman building which was erected by Archbishop Lanfranc.



THE ARMS OF
HARROW SCHOOL.

Harrow School was founded in 1651 by worthy John Lyon, a Middlesex yeoman, who obtained a charter for a Free Grammar School from Queen Elizabeth. Its founder now rests within the walls of the parish church, where his name will be found recorded on a memorial brass; but the village school to which he gave the first impetus has, during the course of three centuries, risen to rank amongst the nine great public schools of the kingdom, and now provides the highest-class of education for over five hundred boys. Amongst the headmasters who during this nineteenth century have watched over the fortunes of Harrow have been the late Dr. George Butler, Archbishop Longley, and Bishop Christopher Wordsworth; also Dean Vaughan of Llandaff, and Dr. Henry Montagu Butler, the present popular Master of Trinity College, Cambridge, whose successor, the Rev. James Edward Cowell Welldon, M.A., still ably



HOUSES AT HARROW.

maintains the best traditions of the school. Many men of influence in the fields of statesmanship, divinity, law, or literature, have been proud to count themselves Harrovians. Although their number be too great for exhaustive enumeration, we should here remark that Sir Robert Peel, Lord Palmerston, and other Prime Ministers; Archbishop Trench, Cardinal Manning, Bishop Charles Wordsworth, Dean Merivale, the good Earl of Shaftesbury, and Alexander Beresford-Hope, together with Richard Brinsley Sheridan, Lord Byron, Bryan Waller Proctor, Lord Lytton, Dr. William Spottiswoode, and Anthony Trollope, alike donned the "blue ribbon" of Harrow. Other noteworthy Harrovians have been Sir Henry Wentworth Acland, Sir William Earle, William Henry Fox Talbot, and Dr. Henry Bence Jones. Lord George Hamilton, Sir George Otto Trevelyan, and the Right Hon. Henry Chaplin are also sons of this famous Middlesex school. The principal school

buildings are mostly of an Elizabethan character, and are grouped near to the parish church. They comprise the original seventeenth-century schoolhouse, containing the famous Fourth Form Room, the Old Speech Room, and the library; the headmaster's residence; and the chapel, an elegant Gothic composition designed by the late Sir Gilbert G. Scott, which is especially remarkable for the arrangement of its many monuments to hygone Harrovians; also the Vaughan Memorial Library, the New Speech Room, the gymnasium, the laboratory, and the Butler Museum. The Tercentenary Festival of Harrow School was celebrated on the 15th of June, 1871. We may note that the Eton and Harrow match is one of the chief events of the cricket year at Lord's, also that the school has long been celebrated for its association with the musical compositions of Mr. John Farmer, now the organist of Balliol College, Oxford.

The town of Harrow is governed by a Local Board, and owns an attractive recreation ground. In addition to the places of worship which are in connection with the Church of England, it contains similar accommodation for the Baptists, Roman Catholics, and Wesleyans. Here, too, are both Conservative and Liberal clubs. The leading hotel is the "King's Head." Frequent omnibuses communicate with the "*London and North Western Railway*" station, which is supplied with a telegraph office and a bookstall. Branch services now afford communication with STANMORE, a charmingly-situated village in the vicinity of Bushey Heath. Within the burial-ground that surrounds its parish church are interred the remains of the late Sir George Findlay (died 26th March, 1893), for nearly twenty years the esteemed General Manager of the "*London and North Western Railway*." In the vicinity are the Bernays Memorial Institute, a Cottage Hospital, the beautiful seat of Bentley Priory, and Stanmore Park. Press—*Harrow Gazette*.

Quitting Harrow, we still glide through meadow lands, gaining two brief glimpses of the Harrow spires, and, approaching Pinner, notice on our right an imposing range of buildings erected in 1855 for "The Commercial Travellers' Schools." This noble institution, originally founded at Wanstead in 1847, chiefly through the exertions of the late Mr. John R. Cuffley, is supported by voluntary contributions, which are devoted to the maintenance, education, and clothing of some three hundred orphan and necessitous children of commercial travellers. We now run through fine woodlands towards

BUSHEY,

Fares—1st, 2/4; 2nd, 1/8; 3rd, 1/3d. Return—1st, 3/10; 2nd, 3/-; 3rd, 2/2.
Annual Season Tickets from Euston—1st, £17 17s.; 2nd, £13 13s.; 3rd, £10 8s.
Annual Season Tickets from Euston or Broad Street—1st, £19 19s.; 2nd, £15 15s.

15½ miles from Euston. This most attractive residential village is chiefly noteworthy for its beautifully-wooded surroundings, and

especially for Bushey Heath, an elevated plateau commanding magnificent views. Bushey has long been celebrated for its School of Art, affording the highest tuition in drawing, painting, engraving, and wood-carving. It was established by the gifted artist, Professor Hubert Herkomer, M.A., R.A., who still directs the course of studies. Within a mile or so of the railway station is Bushey Hall, an imposing Elizabethan mansion, originally erected as a private residence, standing within spacious ornamental grounds and a finely-timbered park. As a superior Hydro-therapeutic Establishment, under the direction of Dr. R. J. Banning, it is now a highly popular but select health resort.

(For an illustration of Bushey Hall, see Supplementary Pictorial Pages.)

After leaving Bushey, we presently cross the Colne by a lofty viaduct of five arches, and ere long notice on our right the London Orphan Asylum, while on our left extends the town of Watford, which has its chief station at

WATFORD JUNCTION

(For Watford, Bushey, Rickmansworth, St. Albans, Hatfield, and Hertford),

Fares—1st, 2/6; 2nd, 1/9; 3rd, 1/4. Return—1st, 4/-; 2nd, 3/-; 3rd, 2/4.
Annual Season Tickets from Euston—1st, £18 18s.; 2nd, £14 14s.; 3rd, £11 4s.
Annual Season Tickets from Euston or Broad Street—1st, £20; 2nd, £16.

17½ miles from Euston. Although Watford, which is governed by a Local Board, has long held the position of a prosperous Hertfordshire market town, it is at present chiefly popular as a healthful residential centre, surrounded by an attractive and well-watered countryside, and yet within a thirty minutes' express ride to and from Euston Square. Amongst the more noteworthy features of the neighbourhood are numerous superior villas, which are most conveniently situated for those whose professional or business avocations require their frequent presence in London. It may be of service to mention that the old-established firm of Messrs. Sedgwick, Son, and Weall periodically issues a register of estates and houses which may be obtained in the vicinity. For a long period the breweries of Watford have been recognised amongst the most celebrated establishments of their class to be found within twenty miles of London. The two larger enterprises are owned by Messrs. A. Sedgwick and Company and Messrs. Benskin and Company, of the Cannon Brewery, who are well known amongst the chief purveyors of ale to the House of Commons. Their premises in the High Street are linked, by means of a private siding, with all parts of the "North Western" system, also with the London stores at Camden, a distributing centre for all parts of the Metropolis. Since 1811, when the late Mr. Michael Fowler, of Little Bushey, became an importer of Alderney, Jersey, and Guernsey cows, the neighbourhood of Watford has likewise been associated with the consignment and

distribution of this most valuable breed of cattle. Mr. P. H. Fowler's repository is close to Watford Junction Station. The chief public buildings are the various places of worship, especially the handsome Early English parish church of St. Mary's. Its interior is noteworthy for containing numerous interesting monuments, of which the more remarkable are those that stand in the Essex Chapel and commemorate various members of the Morrisons, who formerly resided at Cashiobury. Other capacious structures are owned by the Church of England, and provision is also made for the various Nonconformist Churches, which here include the Baptists, Congregationalists, Primitive Methodists, Roman Catholics, and the Wesleyans. In Queen Street is the Watford Public Library and College of Science, Art, Music, and Literature—a well-designed building, which also contains a spacious lecture hall. The General Post Office is in the Queen's Road. A weekly market is held on Tuesday, and Wednesday is an early-closing day.

Near to the railway station at Watford Junction are the chapel and other ornamental buildings erected here some twenty years ago for the accommodation of the children belonging to the London Orphan Asylum, a praiseworthy charity which was founded in 1813 through the benevolent exertions of the late Dr. Andrew Reid, and is chiefly supported by voluntary contributions. From a recent report we learn that since its institution 5,383 fatherless children have been provided for, and the institution now contains over 500 boys and girls. In the vicinity of Watford are Cashiobury, the stately ancestral seat of the Earls of Essex, standing within an extensive and well-wooded deer-park; and "The Grove," the seat of the Earl of Clarendon. The former is principally famous for its valuable picture gallery, its library, and some fine specimens of wood-carving by Grinling Gibbons. Adjoining the south-eastern suburbs of the town is the picturesque parish of Bushey, a residential village on high ground, remarkable for its extensive views.

Watford Junction Station is supplied with a letter-box, a telegraph office, and a bookstall. Here passengers exchange for the services that respectively communicate with Rickmansworth, and *via* St. Albans connect with the "*Great Northern*" trains for Hatfield and Hertford. The leading hotels of Watford are the "Essex Arms," the "Rose and Crown," the "Clarendon," and the "Maldon." Press—*Watford Advertiser, Watford Observer, Watford Post, Watford Times.*

(For illustrations of Watford, see Supplementary Pictorial Pages.)

Diverging from the main line to the left of Watford Junction, we travel towards WATFORD (*High Street*) ere we approach the neighbourhood of Moor Park, the charming seat of Lord Ebury, and reach

RICKMANSWORTH,

Fares—1st, 2/6; 2nd, 1/10; 3rd, 1/4. Return—1st, 4/-; 2nd, 3/-; 3rd, 2/4.
 Annual Season Tickets from Euston—1st, £21; 2nd, £16 5s. 6d.; 3rd, £12 8s.
 Annual Season Tickets from Euston or Broad Street—1st, £23 2s.; 2nd, £18 7s. 6d.

4 miles from Watford. Rickmansworth is most pleasantly situated in the Colne Valley, a district celebrated for its trout streams. Its parish church contains an east window which was originally placed in the Church of St. John at Rouen. William Penn, the founder of Pennsylvania, was once a resident at Rickmansworth. In the High Street is the General Post Office. Hotel—The "Swan."

Returning to WATFORD JUNCTION, we will now proceed by way of BRICKET WOOD and PARK STREET to

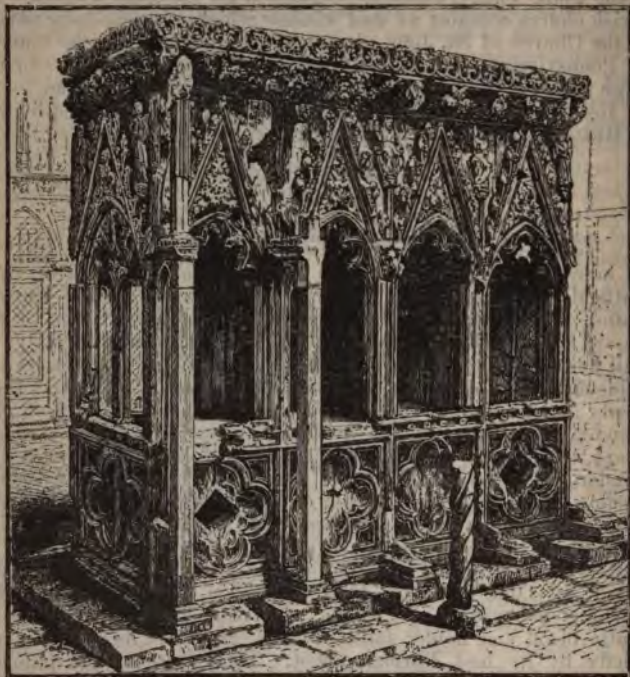
ST. ALBANS

(For Hatfield and Hertford),

Fares—1st, 2/8; 2nd, 3/-; 3rd, 1/7½. Return—1st, 5/4; 2nd, 4/-; 3rd, 3/3.
 Annual Season Tickets from Euston—1st, £18 18s.; 2nd, £15 15s.; 3rd, £12 17s. 6d.
 Annual Season Tickets from Broad Street or Euston—1st, £20 18s. 6d.; 2nd, £17.

2½ miles from Euston, 6 from Watford Junction, and 5 from Hatfield. When we alight from our train in the modest railway station of St. Albans, we tread on what may be termed some of the classic fields of English history. Here at the base of Holywell Hill flows the sluggish little river Ver. Away in the green broken fields on our left may yet be traced the broken mounds and fragments of masonry that remind us of *Verulamium*, the first city founded in Britain by its Roman conquerors, which was rudely swept away for a time by the hosts that followed the avenging standard of Boadicea, Queen of the Iceni. Planted amidst the meadow lands about half a mile on our right stand the shattered ruins of Sopwell Nunnery, founded in the twelfth century by Abbot Geoffroy de Gorham. High above all, both metaphorically and in fact, towers the grand old pile of St. Alban's Abbey, originally raised by Offa, a Saxon king of Mercia, to commemorate the touching martyrdom of Alban, a Romano-British Christian of gentle blood and nobler faith. It was erected in its present form chiefly by its first Norman abbot. Here the grey old pile has stood for more than eight centuries, a noble witness in massive masonry that Britons, Romans, Saxons, and Normans alike have worked in common brotherhood at the foundations of our historic English Christianity. Neither should we forget the important part played by St. Albans during the eventful Wars of the Roses, when it became the arena for two fiercely-contested battles—the first, fought at Key Field on the 23rd of May, 1455, proving disastrous to the cause of the Lancastrians; while the second struggle, on Barnard's Heath, on the 14th of February, 1461, brought defeat on the Yorkists, and for a time placed Henry VI. in the ascendant.

Climbing to the summit of the bold plateau where stands the stately Abbey or Cathedral of St. Albans, we may let our imagination wend back to the earlier centuries of the Christian era, when at the time of the tenth Diocletian persecution a missionary priest



THE SHRINE OF ST. ALBAN.

from South Wales, flying from his Pagan enemies, was here in the neighbouring city of Verulam sheltered and shielded for a while by Alban, a young and wealthy Roman gentleman. Ever intent on his divine errand, Amphibalus seized the opportunity thus placed before him to proclaim the Gospel to Alban, and soon was amply rewarded by the conversion of his generous host. Amphibalus had yet again to become a fugitive, while his now bosom friend,

heroic Alban, wrapped in the priest's robe, awaited the coming of his persecutors, who vainly imagined that they had captured their long-hunted quarry. Taken before the Roman Prætor, Alban was found ready to confess Christ, and undauntedly met his fate when he was beheaded in A.D. 305 on the wooded hill of Holmhurst, in future centuries to be canonised as the first British martyr. A necessary corollary to our story is the fact that ere long Amphibalus was traced to his hiding-place in the neighbouring forest of Redbourn, and like Alban, when put to the test, witnessed a good confession, and sealed his faith by his death. And now beneath a huge canopy of stone stand the two shrines that are to-day counted amongst our most prized monumental records of the faith that characterised two early British Christians.

Turning to the left, we approach from the south-east the portals of the great cathedral, and, keeping on the path that skirts the southern side of the building, pass along by the ancient Gothic nave 292 feet in length, being the longest of its period in existence. A massive Norman tower in the centre of the pile rises to the height of 144 feet. The entire building, including the Lady Chapel, extends for a distance of 548 feet from east to west, while 180 feet is its width at the transepts. It may be interesting to remark that the summit of Holmhurst Hill is here 320 feet above sea-level, and consequently the cathedral occupies a more elevated site than can be claimed by any of its English compeers. For these and many other particulars of interest we would, ere continuing our notes, own our indebtedness to "*St. Alban's Cathedral and its Restoration*," a most valuable and interesting architectural record by Lord Grimthorpe, who has contributed so largely towards the designs and heavy financial outlay involved by the recent and still progressive restorations. Within a short distance of the west end stands the Perpendicular gatehouse of the Benedictine monastery, which was erected by Abbot de la Mare in 1380, and is now occupied by the Royal Grammar School.

Originally founded in 793, by Offa, King of Mercia, on the site of an ancient wooden church, this monastery of the Benedictines rapidly advanced in learning, power, and wealth, until its mitred abbot claimed and held precedence above all other Superiors of the same Order. Eleven years after the Conquest, Abbot Paul of Caen commenced the erection of the present pile, in which he incorporated much Roman brickwork, and completing his task by 1088, thus became the builder of the earliest English cathedral. Designed in the outline of a Latin cross, the great fane is chiefly remarkable for its massive Norman nave, lofty transepts, and substantial tower, but has at different periods received various structural alterations. Of these the more noteworthy have been the beautiful Early

also similar awards from the Health, the Fishery, the Inventions, and the Colonial Exhibitions of recent years. Their chief specialities are roses, but they are also renowned for fruit trees, rhododendrons, conifers, and deciduous trees and shrubs. The nurseries, which comprise some two hundred acres, well deserve a visit. Sportsmen will probably recollect Berkhamsted in connection with Messrs. Dwight Brothers' pheasant farms, some 20,000 birds and 200,000 eggs being annually despatched by railway throughout the United Kingdom and the Continent.

Berkhamsted parish church, dedicated to St. Peter, was rebuilt about 1220 in the form of a Greek Cross. It comprises some good examples of Gothic work, more especially in the tracery of its Decorated windows, and in the groined roof of the north chantry. The lancet windows of the chancel contain some splendid glass of the fourteenth century, while several brasses and tombs are of interest to antiquarians. Its east window is a memorial to Cowper the poet, who was born here, on the 15th of November, 1731, at the time when his father, Dr. Cowper, was rector of the parish.

During recent years the town has become a favourite residential centre for many City men who avail themselves of the excellent express services that run to and from Euston. Seeing that good and economical educational facilities are now a subject of primary importance for families of limited incomes, Berkhamsted doubtless owes much of its popularity to the fact of its possessing an excellent Foundation Grammar School, which dates from 1541, in the reign of Henry VIII., when Dr. Incent (then Dean of St. Paul's) endowed it with funds which now realise £1,500 per annum and provide several scholarships. The interesting story of "*Berkhamsted School*" has been most ably told in a paper by the popular headmaster, the Rev. T. C. Fry, D.D., which appeared in a recent number of the "*Hertfordshire Constitutional Magazine*." Hence we will here simply remark that its school buildings have been partially rebuilt, and considerably enlarged by the addition of boarding-houses, dormitories, a chapel, and a gymnasium. The scholastic course provides an excellent public-school education at a very moderate cost. In connection with the same endowment is the Berkhamsted School for Girls. The Town Hall and other public buildings are of modern date. The General Post Office is in the High Street. A waggonette runs twice daily to and from *Chesham*. The railway station is supplied with a letter-box and a bookstall. Hotel—"The King's Arms." Press—*Berkhamsted Times*, *West Herts Post*.

Not far from Berkhamsted Park we may perceive on the hills to our right the green expanse of Ashridge Park, the seat of Earl Brownlow, and, towering above its trees, the summit of a memorial column to the Duke of Bridgewater, who founded the

national canal system. TRING, one of the minor centres of the straw-plait industry, owns an ancient Perpendicular parish church. Tring Park, a beautiful domain of nearly four hundred acres, is now the residence of Lord Nathaniel Mayer de Rothschild. Plunging into a deep cutting, that extends through the chalk ridge of Ivinghoe, we pursue our way between the white walls of its immense chasm for two and a half miles, and then emerge to perceive, in the right distance, the summits of the Chiltern Hills. On the left is Cheddington Hill, with terraces called "Linces," by some considered to be a British earthwork. CHEDDINGTON JUNCTION is the point of exchange for the branch to

AYLESBURY,

Fares—1st, 5/10; 2nd, 4/4; 3rd, 2/11. Return—1st, 8/9; 2nd, 5/5; 3rd, 4/5.
Annual Season Tickets from Euston—1st, £30; 2nd, £25.
Annual Season Tickets from Broad Street or Euston—1st, £33; 2nd, £27 5s.

43 miles from Euston. Aylesbury, which has a weekly market, held on Saturday, is situated in the midst of a productive agricultural district, known as the Vale of Aylesbury, from which immense supplies of milk, butter, poultry, and general dairy produce are furnished for the London markets. Stock sales are held on Wednesdays. Printing, the silk manufacture, and the production of condensed milk, here employ numerous hands. The principal architectural feature of Aylesbury is its ancient Early English parish church, dedicated to St. Mary. Its more noteworthy public buildings are the County Hall and the Corn Exchange, both situated in the Market Square, where stands a handsome Clock Tower. In Temple Street is the General Post Office. The leading hotels are the "George" and the "Crown." Press—*Aylesbury Reporter*, *Bucks Advertiser*, *Bucks Herald*.

Running northward from CHEDDINGTON, we see on our left Mentmore Towers, formerly a seat of the Rothschild family, but now occupied by the Earl of Rosebery. Our next station is at

LEIGHTON BUZZARD

(For Dunstable and Luton),

Fares—1st, 6/3; 2nd, 4/3; 3rd, 3/4. Return—1st, 11/-; 2nd, 7/9; 3rd, 6/3.
Annual Season Tickets from Euston—1st, £26 4s.; 2nd, £23.
Annual Season Tickets from Broad Street or Euston—1st, £29 4s.; 2nd, £25 5s.

40½ miles from Euston, and one of the small towns of Bedfordshire, but only separated from Buckinghamshire by the river Ouse. The Market Cross is an elegant structure in the Perpendicular style. Here, too, are an ancient Town Hall, modern Assembly Rooms, and a handsome Corn Exchange. All Saints' Church is an Early English structure, surmounted by an octagonal spire. At the station are a letter-box, a telegraph office, and a bookstall. Hotel—The "Swan."

Press—*Leighton Observer*, *Leighton Reporter*. Diverging to the right, we can run by STANBRIDGE FORD to

DUNSTABLE,

Fares—1st, 4/4; 2nd, 2/7; 3rd, 2/6. Return—1st, 8/4; 2nd, 6/4; 3rd, 5/4.

Dunstable is a small municipal borough and market town situated at the intersection of the two old Roman roads, Watling Street and Icknield Street, which form the two principal avenues of the town. Here was an ancient Priory of Black Canons, founded by Henry I., which continued till Reformation times, when its fine church of St. Peter, noteworthy for some good examples of Norman and Early English work, was permitted to remain. Here is an excellent foundation Grammar School. Hotels—The “Sugar Loaf” and the “Red Lion.” Press—*Dunstable Advertiser*, *Dunstable Gazette*. An extension of the railway from Dunstable affords access to LUTON, a populous centre of the straw-plait industry. Its chief hotels are the “George” and the “Red Lion.”

Rejoining the main line at LEIGHTON, and passing through a short tunnel, we may see on our right the old church of Linslade, and then run onwards for some three miles to

BLETCHLEY JUNCTION

(For Buckingham, Banbury, Oxford, Bedford, and Cambridge),

Fares—1st, 7/-; 2nd, 5/-; 3rd, 3/10⁴. Return—1st, 12/10; 2nd, 9/3; 3rd, 7/6.
Annual Season Tickets from Euston—1st, £30 2s.; 2nd, £26 5s.; 3rd, £22 8s.
Annual Season Tickets from Broad Street or Euston—1st, £32 2s.; 2nd, £28 10s.

46½ miles from Euston. This busy seat of railway traffic, which enjoys frequent express services to and from London, is likely to become a favourite residential centre for those who wish while dwelling in the country to remain within easy reach of the City or the West End. Bletchley village, about half a mile from the station, contains a fine Perpendicular church. The surrounding countryside is chiefly remarkable as a well-known and favourite hunting district. Passengers exchanging trains at Bletchley Junction may travel westwards *via* Verney Junction to Buckingham and Banbury, while *via* Bicester they can reach the University city of Oxford, where travellers can join the “Great Western Railway.” The sister University of Cambridge may likewise be reached by means of the eastward line that extends *via* Bedford and Sandy Junction to the capital of Cambridgeshire, which is in direct connection with the “Great Eastern Railway.” On Bletchley platform are a General Post Office and a bookstall, also an entrance to the “London and North Western” hotel. Platforms Nos. 2 and 3 are provided with refreshment-rooms. Luncheon baskets are supplied.



DIAGRAM
OF THE
CORRIDOR EXPRESSES
RUNNING BETWEEN
ENGLAND AND SCOTLAND
BY THE
ROYAL MAIL WEST COAST ROUTE.
OF THE
London and North Western
AND THE
Caledonian
Railways.



THESE TRAINS COMPRISE REFRESHMENT AND DINING CARS FOR
FIRST AND THIRD CLASS PASSENGERS.



THE WEST COAST CORRIDOR EXPRESS.

PASSENGER CONNECTIONS
AT
EDINBURGH, GLASGOW,
AND THROUGHOUT
SCOTLAND,
FOR THE
SOUTH.

PASSENGERS from
BRAEMAR, BALLATER, THE DEESIDE HIGHLANDS, INVERNESS,
ELGIN, KEITH, BANFF, PETERHEAD, FRASERBURGH, AND ALL
STATIONS ON THE GREAT NORTH OF SCOTLAND RAILWAY CAN JOIN
THE WEST COAST EXPRESS SERVICES AT

ABERDEEN.

PASSENGERS from
WICK, THURSO, STROME FERRY, STRATHPEFFER, INVERNESS,
NAIRN, ELGIN, BLAIR ATHOLE, PITLOCHRY, ABERFELDY, DUN-
KELD, AND ALL STATIONS ON THE HIGHLAND RAILWAY CAN JOIN
THE WEST COAST EXPRESS SERVICES AT

PERTH.

PASSENGERS from
OBAN, LOCH AWE, CRIANLARICH, KILLIN, LOCHEARNHEAD,
CALLANDER AND THE TROSSACHS, BALLOCH, AND ABERFOYLE
CAN JOIN THE WEST COAST EXPRESS SERVICES AT

STIRLING.

PASSENGERS from
ROTHESAY, THE ISLE OF ARRAN, MILLPORT, WEMYSS BAY,
GOUROCK, AND GREENOCK CAN JOIN THE WEST COAST
EXPRESS SERVICES AT

GLASGOW (Central Station).

PASSENGERS travelling to and from Stirling, Perth, Dundee, or Aberdeen in
the Corridor Carriages can avail themselves of the Edinburgh and London
Refreshment and Dining Car on the journey.

THE ROYAL MAIL WEST COAST SERVICES BETWEEN ENGLAND AND SCOTLAND.

SECTION II.—LONDON, OXFORD, CAMBRIDGE, NORTHAMPTON, HARWICH, COVENTRY, LEICESTER, BIRMINGHAM, WOLVERHAMPTON, PLYMOUTH, TORQUAY, EXETER, BRISTOL, CARDIFF, SWANSEA, SHREWSBURY, DUBLIN, CHESTER, LIVERPOOL, MANCHESTER, PRESTON, AND LANCASTER TO CARLISLE FOR STRANRAER AND NORTH IRELAND; EDINBURGH, GLASGOW, GOUROCK, STIRLING, PERTH, INVERNESS, DUNDEE, ABERDEEN, AND THE HIGHLANDS OF SCOTLAND:—

**A.—EUSTON AND WILLESDEN JUNCTION TO BLETCHLEY AND RUGBY.
OXFORD, BANBURY, CAMBRIDGE, AND BEDFORD TO RUGBY.
NORTHAMPTON, HARWICH, IPSWICH, AND PETERBOROUGH TO RUGBY.**

LONDON (*Euston, Broad Street, and Victoria*), **WILLESDEN JUNCTION**, **OXFORD**, **BANBURY**, **CAMBRIDGE**, **BEDFORD**, **AND WOLVERTON** TO **BLISWORTH JUNCTION** FOR **TOWCESTER**, **BANBURY**, **AND STRATFORD-UPON-AVON**; **WEEDON** FOR **DAVENTRY**; **NORTHAMPTON** FOR **WELLINGBOROUGH**, **PETERBOROUGH**, **MARKET HARBOROUGH**, **MELTON MOWBRAY**, **NOTTINGHAM**, **AND NEWARK**; **AND TO RUGBY** FOR **COVENTRY**, **LEAMINGTON**, **BIRMINGHAM**, **AND THE MIDLANDS**:—**ALSO FROM HARWICH, IPSWICH, ELY, AND PETERBOROUGH TO RUGBY FOR THE NORTH.**

FOR more than half a century the popular express services of the "*London and North Western Railway*" have supplied the chief means of communication between England and Scotland. During the period named this wealthy traffic corporation has steadily kept in the van of progress, with the result that its national iron roads are now recognised amongst the finest permanent ways in the world; while its powerful compound locomotives are as universally acknowledged to be the highest types of their class. At the same time its comfortable third-class compartments, lavatory carriages, dining-cars, sleeping-saloons, and luxuriously-appointed corridor trains may be briefly described



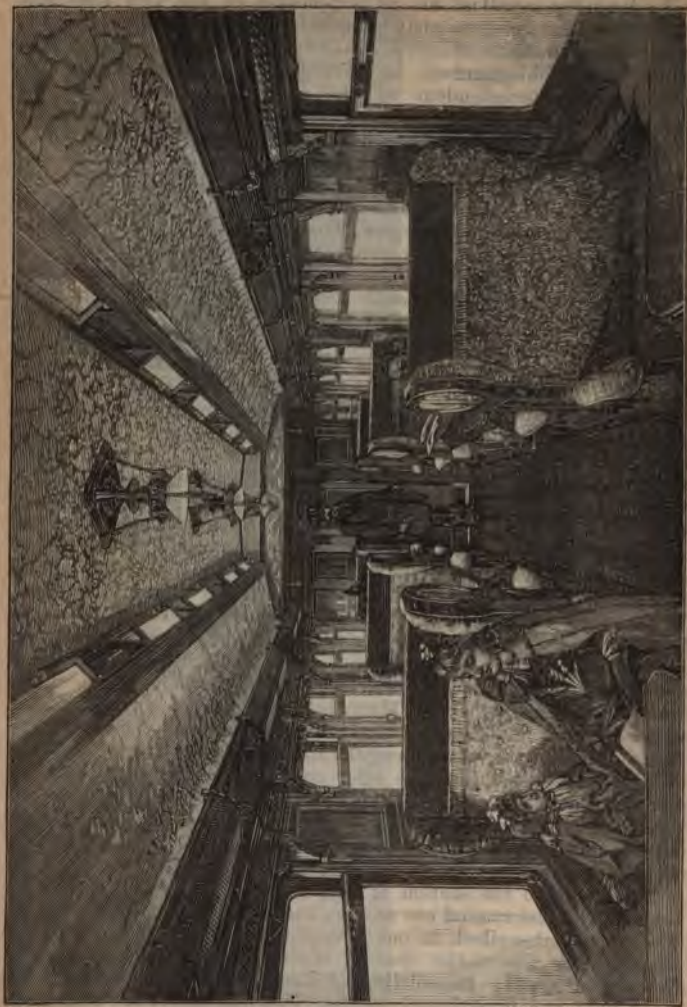
THE WEST COAST CORRIDOR EXPRESS.

as noteworthy examples of perfectly-constructed British rolling stock. As a matter of fact, the intimate traffic agreements existing between the "London and North Western" and the "Caledonian" systems—the two great companies that jointly form the "ROYAL MAIL WEST COAST ROUTE"—have not only conducted to the maintenance of express passenger services, which are unsurpassed for their comfort, speed, and punctuality, but the same agreements have similarly supplied ample accommodation for the conveyance of her Majesty's mails; also for the annual transit of an immense tonnage of merchandise and minerals throughout Great Britain and Ireland. If further proof be needed as to the reliability of the "WEST COAST ROUTE," we may cite the fact that it enjoys the distinguished honour of providing a road for the Royal Train that conveys the Queen and her Court during their frequent progresses between Osborne or Windsor and Balmoral. Readers of *The Times* during the month of August, 1892,

will doubtless recollect an announcement of the fact that Her Majesty had most graciously signalised her prolonged use of the "*London and North Western Railway*" by the presentation of a handsome chiming clock to Mr. George Potter Neale, the Company's Superintendent of the Line, as a memento of the Queen having in June, 1892, completed her one hundredth journey under his personal conduct and experienced direction.

The vast stream of traffic that flows from Euston, Broad Street, and Willesden Junction through Bletchley, Rugby, Nuneaton, Stafford, Crewe, Warrington, Wigan, Preston, Lancaster, and Carlisle to Edinburgh, Glasgow, Gourock, Stirling, Oban, Perth, Inverness, Dundee, and Aberdeen, receives railway tributaries from all parts of the country. Thus, beyond the passengers from the "*London, Brighton and South Coast*," the "*London, Chatham and Dover*," the "*London and South Western*," and the "*South Eastern*" systems, who join the "West Coast" expresses at Willesden Junction, they gather accessions *en route* from Oxford, Banbury, Cambridge, Bedford, and Northampton; also at Rugby from the Continent *via* Harwich, Ipswich, and Peterborough, likewise from Leamington. At Nuneaton the trains can be reached from Leicester or Coventry, at Lichfield from Burton-upon-Trent, and at Stafford from Birmingham, Wolverhampton, and other centres of the Midlands. Towards Crewe converge the West of England passengers from Penzance, Falmouth, Plymouth, Torquay, Exeter, Taunton, and Bristol, who have travelled *via* the Severn Tunnel. Other passengers from Cardiff and Newport also travel *via* Hereford and Shrewsbury. Services likewise run to Crewe from Stoke-upon-Trent and the Potteries. Farther northward, at Warrington, the "WEST COAST" express receives its contingents from Queenstown, Cork, Belfast, Dublin, Holyhead, and North Wales, who have travelled *via* Chester. Another stage leads to Wigan, where the trains from Liverpool and Manchester run on to the main line; while Preston, Lancaster, the Lake District, and Carlisle alike furnish their quota of passengers for Scotland. Throughout the districts named the journeys offer countless attractions, while the arrangements for luncheon baskets and light refreshments may well be commended to the attention of travellers. They can also obtain excellent luncheons, afternoon teas, and dinners in the principal corridor trains of the old-established "WEST COAST ROUTE."

Referring to the section of line that extends from Euston to Rugby, we must remind our readers that the first portion as far as Bletchley is described in our preceding section. After leaving Bletchley we may notice that at Wolverton is a short branch to Newport Pagnell; Blisworth Junction permits connections with the "*East and West Junction*" for Stratford-on-Avon; and from



THE FIRST CLASS DINING CAR, WEST COAST CORRIDOR EXPRESS.

THE WEST COAST ROUTE.

Weedon is a line to Daventry. Northampton enjoys exceptionally advantageous traffic facilities, seeing that it is not only on the main route to Birmingham, the Midlands, and the North, but likewise



THE THIRD CLASS DINING CAR, WEST COAST CORRIDOR EXPRESS.

possesses direct railway services to Wellingborough and Peterborough; also *via* Market Harborough to Melton Mowbray, Nottingham, and Newark; and *via* Blisworth to Towcester, Banbury, and Stratford-on-Avon. On reaching Rugby passengers in the Liverpool, Manchester, and the North portions of the expresses should exchange carriages for Leamington, Warwick, Coventry, Birmingham, Dudley, Walsall, and Wolverhampton. Here, too, travellers from the Continent *via* Antwerp, or *via* Rotterdam and the Hook of Holland, can join the Scottish expresses. Somewhat interesting

features of the "North Western" permanent way between Euston and Carlisle are the long water troughs, which are so laid between the



GUARD OF THE WEST COAST EXPRESS—"RIGHT-AWAY."

metals as to permit express locomotives to pick up water *en route*. The first of these troughs may be seen shortly before the express reaches Bushey, while similar accommodation is supplied near to Wolverton, Lichfield, Whitmore, Moore, Hest Bank, and Tebay. Finally, we should direct the attention of travellers to the accompanying diagram of the West Coast Corridor Express.

DEPARTING from London by one of the "West Coast Expresses" for Scotland, we soon glide away from EUSTON, and travelling over the direct line to the North we shortly pass CHALK FARM, reach the Primrose Hill tunnel, which extends for 1,158 yards through the London clay, and emerge close to LOUDOUN ROAD (*for Swiss Cottage*), a favourite residential district,

celebrated for "Lord's Cricket Ground." The next station is KILBURN AND MAIDA VALE, which is succeeded by QUEEN'S PARK (*West Kilburn*) and

WILLESDEN JUNCTION

(For the "London, Brighton and South Coast," the "London and South Western," the "South Eastern," the "London, Chatham and Dover," the "Great Western," the "North London," and the "District" railways),

Fares from Euston—1st. -/9; 2nd. -/6; 3rd. -/3. Return—1st. 1/-; 2nd. -/10; 3rd. -/8.
Broad Street—" -/2; " -/6; " -/3. " 1/3; " -/9; " -/5.

5½ miles from Euston, and one of the most important railway stations in the United Kingdom. Here passengers from the City terminus of the "London and North Western Railway" at BROAD STREET, who have travelled *via* DALSTON JUNCTION, Highbury and Islington, BARNBURY, CAMDEN TOWN, CHALK FARM, LOUDOUN ROAD, KILBURN, and QUEEN'S PARK, exchange carriages for the main-line expresses. The same regulation applies to those who travel by the High Level trains from the MANSION HOUSE, VICTORIA, and BROAD STREET; also to those who approach by the "North London" services from RICHMOND, *Kew Gardens*, *Gunnersbury*, *South Acton*, and *Acton*. Other passengers come

from *Brentford via KEW BRIDGE*, likewise from *Hammersmith and Chiswick*. The service from *SOUTHALL via Acton* affords a convenient connection from the "*Great Western Railway*."

Probably the more important tributaries towards the main-line traffic are derived from the "*London and North Western*" trains which emanate from Broad Street, Croydon, and Victoria. The Croydon and Victoria routes, being connected with the "*London, Brighton and South Coast*" system, permit passengers who have travelled from the Continent *via* Paris, Rouen, and Dieppe, also those from Brighton, Worthing, Littlehampton, Bognor, Portsmouth, the Isle of Wight, Eastbourne, and Hastings, to cross London by railway, and thus to join the expresses for the Midlands, Lancashire, the North, and Ireland. The CROYDON service allows residents throughout a large suburban district to reach the "*North Western*" system, as these trains travel *via* Norwood Junction, CRYSTAL PALACE, *Gipsy Hill*, *West Norwood*, *Streatham Hill*, *Balham*, and *Wandsworth Common* to CLAPHAM JUNCTION, and thence over the "*West London Extension Line*" by *Battersea*, *Chelsea*, and *West Brompton* to KENSINGTON (*Addison Road*); followed by *Uxbridge Road*, *St. Quintin Park* and *Wormwood Scrubbs*, and WILLESDEN JUNCTION. The VICTORIA trains proceed to *Battersea*, and thence follow the preceding course to Willesden. Full particulars of these services and their main-line connections for the South Coast are to be found in the "*Official Guide to the London, Brighton and South Coast Railway*."

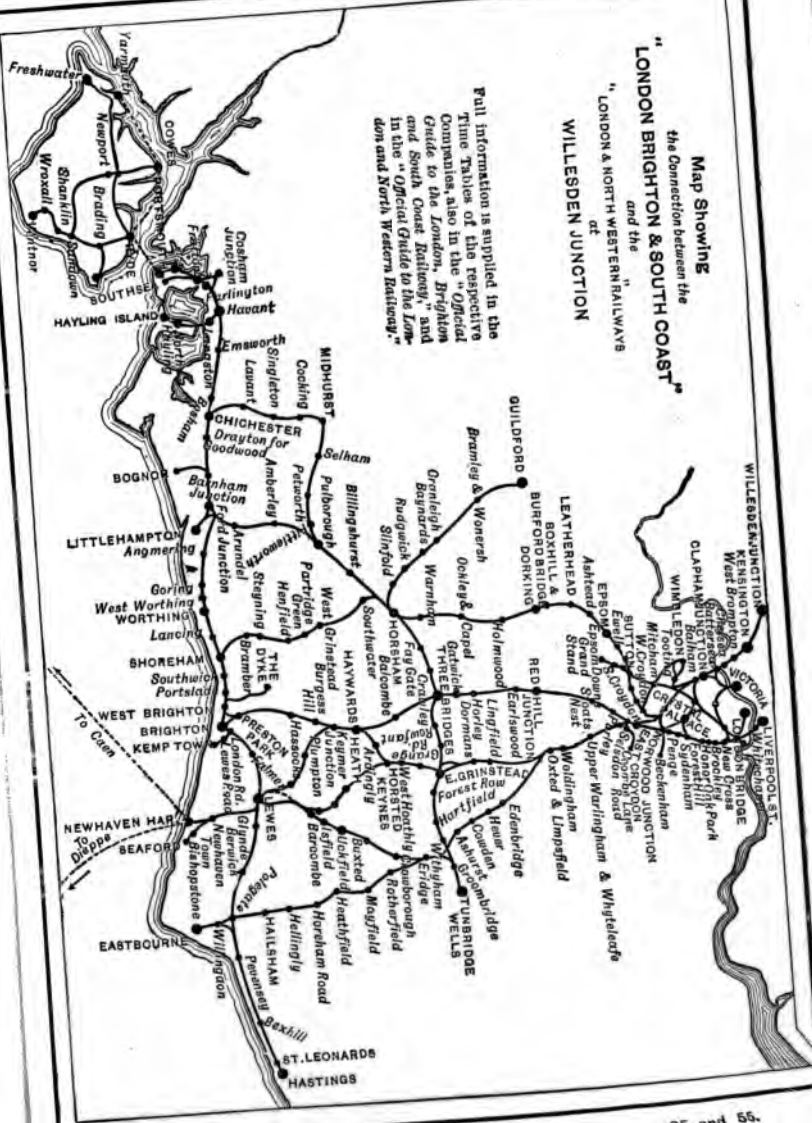
The next service of note emanates from the "*London and South Western*" terminus at WATERLOO, which is in direct communication with Plymouth, Ilfracombe and North Devon, Exeter, Salisbury, Bournemouth, Weymouth, the New Forest District, Winchester, Guildford, Portsmouth, and the Isle of Wight; *via* Southampton with the Channel Islands, Cherbourg, St. Malo, and Granville; also *via* Havre and Rouen with Paris. Further particulars of the "*South Western*" tourist and health resorts are published in the "*Official Guide to the London and South Western Railway*." From an adjoining station at WATERLOO passengers by the "*South Eastern Railway*," from Dover, Folkestone, Ramsgate, Margate, Canterbury, Hastings, and Tunbridge Wells, can also join the trains which proceed from Waterloo by *Vauxhall* to *Queen's Road*, and travel thence *via* *Battersea*, *Chelsea*, and *West Brompton* to KENSINGTON, at which point, by an exchange of trains, passengers can join the services that proceed to WILLESDEN JUNCTION. Information relating to the "*South Eastern*" main-line services is given in the "*Official Guide to the South Eastern Railway*."

Passengers from the Continent and Kent Coast watering-places, travelling *via* the "*London, Chatham and Dover Railway*" to

its Victoria terminus, can reach WILLESDEN JUNCTION by the trains from the adjoining station of the "*London, Brighton and South Coast*" system. Another convenient route is from the Low Level Station of the "*District Railway*," which supplies a half-hourly train service from 8.54 a.m. to 8.54 p.m., and supplementary departures before and after the times named. As all these services proceed through KENSINGTON, they afford special advantages to the residents of this fashionable suburb who desire to avail themselves of the "*London and North Western Railway*."

The wide area of the *Low Level Station* is supplied with four platforms, including seven landing-stages, whence staircases lead to the *High Level* platform. The accompanying plan shows the arrangements of the station, but it may be helpful to remark that platform No. 1 is appropriated to the trains that depart for Kensington, Croydon, and Victoria. No. 2 on the one side accommodates the services from Croydon, Victoria, and Kensington; while on the other, and reached simply by crossing the platform, are the down main-line expresses for Birmingham, Liverpool, Manchester, Leeds, Fleetwood for Belfast, the English Lake District, Carlisle, Edinburgh, Glasgow, Perth, Dundee, Inverness, and Aberdeen. Other fast services depart here for Shrewsbury, Aberystwyth, Chester, and Llandudno; also *via* Holyhead to the Irish mail and express steamers for Kingstown, Dublin, or Greenore for Cork, Queenstown, Killarney, Galway, Sligo, Belfast, Londonderry, and Portrush. The intermediate trains for the principal stations south of Bletchley, including Harrow, Watford, Boxmoor, Berkhamsted, Cheddington for Aylesbury, and Leighton, also run from this platform.

At No. 3 platform arrive the expresses from Scotland, Ireland, Wales, Lancashire, and the Midlands. During the examination of tickets passengers for the intermediate stations to Euston, or for certain stations on the "*London, Brighton and South Coast*," the "*London and South Western*," the "*South Eastern*," the "*London, Chatham and Dover*," the "*Great Western*," the "*North London*," and the "*District*" railways, should here exchange carriages. On the opposite side come the down local trains for Sudbury, Pinner, Harrow, Bushey, Watford, Rickmansworth, and St. Albans; while the "*North London*" bay accommodates the up and down trains between Willesden Junction and the City station at Broad Street, which run *via* Kilburn and Chalk Farm. No. 4 platform is reserved for the up local trains from Watford, Rickmansworth, and St. Albans to Euston, and also for some morning services that run to Broad Street. From the *High Level Station*, which is approached by staircases from the lower platforms, trains run to Broad Street every alternate fifteen minutes by the "*North Western*" or the "*North London*" routes. By an exchange of trains





at *Gospel Oak* passengers can join the "*Great Eastern*" services for Chingford and Epping Forest. At *Canonbury* connections may likewise be made with the suburban services of the "*Great Northern Railway*" via Finsbury Park to High Barnet, Enfield, New Barnet, and Hatfield. Communications with the "*London, Tilbury and Southend Railway*" are made by means of the "*North London*," lines via *Chalk Farm*, *Dalston Junction*, *Victoria Park*, and *Barking*. The "*Great Western*" trains from Southall also arrive at the *High Level* platform. On the down side passengers depart for Richmond and Kew, or for Victoria and the Mansion House; also by the "*Great Western*" trains for Southall, where connections can be made with its suburban system as far as Windsor.

The Willesden platforms, unitedly comprising a total length of some two and a half miles, are connected by a bridge, which is approached from numerous staircases. Some fifty miles of sidings are connected with the junction, and seven hundred trains daily pass through the station. A letter-box is provided on No. 3, a postal telegraph office on No. 2, and bookstalls on Nos. 2, 3, and 4 platforms. The refreshment-room is on the No. 2 platform.

Having received our accessions of passengers from BROAD STREET, VICTORIA, KENSINGTON, and the South, we speed onwards through SUDBURY AND WEMBLEY, and, with a view of Harrow School on our left, run towards HARROW; PINNER, where the Commercial Travellers' Schools adjoin the railway on our right; BUSHEY; and WATFORD, a substantial market town and residential centre of Hertfordshire. Within some twenty-three miles we successively clear KING'S LANGLEY, BOXMOOR, BERKHAMSTED—the birthplace of Cowper, and now celebrated for an excellent foundation grammar school—TRING, CHEDDINGTON, and LEIGHTON BUZZARD, ere we come to BLETCHLEY, the junction where certain expresses are joined by passengers from Oxford, Banbury, Cambridge, and Bedford. Soon after quitting Bletchley we cross over the old Roman Watling Street, at a place called Denbigh Hall, which was for some time a temporary terminus of the "*London and Birmingham Railway*," and approach

WOLVERTON

(For Newport Pagnell and Stony Stratford),

Fares—1st, 8/-; 2nd, 5/6; 3rd, 4/1½. Return—1st, 15/2; 2nd, 10/6; 3rd, 8/9.

52½ miles from Euston. This busy centre of mechanical industry may be described as the first railway town in Great Britain. Fifty years ago Wolverton was the headquarters both for locomotives and carriages, and had already furnished the nucleus of a residential centre, now recognised as New Wolverton. Over two thousand skilled

artisans are here engaged in the well-known Wolverton Carriage Works of the "*London and North Western Railway*," which are under the direction of the Company's Carriage Superintendent, Mr. C. A. Park. At this extensive and perfectly-equipped establishment, covering more than thirty-seven acres, are built the commodious and comfortable carriages which are so familiar to "*North Western*" passengers. Its latest and perhaps its greatest mechanical achievement has been the construction of the magnificently-appointed Corridor Dining-Car Train, which appears likely to initiate a new departure in the design of British rolling stock.

A tramway traverses the two miles lying between Wolverton and the interesting town of *Stony Stratford*, where have been found several Roman antiquities; while a branch line from Wolverton extends *via* BRADWELL and GREAT LINFORD to Newport Pagnell, a small market town situated on a gentle elevation near to the confluence of the Ouse with the Tawe. Its parish church is an imposing structure of Early English and Perpendicular work. A market is held on Wednesdays. Hotels—The "*Anchor*" and the "*Swan*." Press—*Bucks Standard*, *Newport Pagnell Gazette*.

After leaving Wolverton we cross the rivers Ouse and Tawe, and then speed onwards by CASTLETHORPE towards ROADE. Here we enter a cutting that extends for a mile and a half through the clay and solid rock. The line up to this point has consisted of four parallel sets of rails, which separate at Roade. The metals which formed the original "*London and Birmingham*" main line extend *via* Blisworth and the Kilsby tunnel to Rugby; while the remaining two roads, diverging to the right, afford an alternative trunk-line route *via* Northampton. For a time we will take the former course, and, leaving the deep cutting at Roade, pass to BLISWORTH, whence a branch diverges on the left *via* Towcester to Banbury, while by the "*East and West Junction Railway*" it is in direct connection with Stratford-on-Avon. A short branch eastwards also effects communication with Northampton. Here is the "*Blisworth Hotel*." Speeding onwards, we see the village of Nether Heyford, and then, after passing through Stowe tunnel, reach WEEDON, a military station on the river Nene, which contains large Government magazines and stores. From Weedon a short north-westerly branch affords access to

DAVENTRY,

Fares—1st, 11/-; 2nd, 7/8; 3rd, 6/11. Return—1st, 21/-; 2nd, 14/8; 3rd, 12/8.

74 miles from Euston. Daventry is an ancient little market town of Northamptonshire, deriving its chief support from the boot and shoe manufactures. In the neighbourhood of Borough Hill are relics

of a Roman camp, which from its elevated site commands extensive views. Daventry Grammar School has been reorganised and provided with buildings well adapted to modern educational requirements. A market is held on Wednesday. The railway extension from Daventry, now in course of construction, will shortly afford a new route between Euston and Birmingham *via* Leamington. Hotel—The “Peacock.” (Population—3,939.) Press—*Daventry Express*.

Northwards from WEEDON we pass WELTON, shortly before we enter the recesses of the Kilsby Tunnel, extending for 2,420 yards through Kilsby Ridge, which consists of clay and oolite shale. Its construction, which furnished some never-to-be-forgotten incidents in the annals of early railway engineering, was successfully completed by Stephenson, although the works took two years and a half in time, and £300,000 in money to complete the contract, which was originally undertaken for £299,000. Shortly after emerging from the tunnel the “West Coast Express” pauses at RUGBY.

RETURNING to ROADE, we now travel over the main line through Northampton, which was constructed at a time when the increasing traffic could no longer be accommodated by two sets of rails. Under these circumstances the railway directorate decided to provide an alternative route rather than double the existing one through Kilsby tunnel, and thus conferred on the inhabitants of Northampton the benefit which their forefathers rejected. Leaving the Roade cutting, we pass on our left the village of Milton Malsor; then emerging from the Hemsbury Hill tunnel, we find ourselves rapidly approaching the river Nene and the town of

NORTHAMPTON,

Castle Station

(For Market Harborough, Melton Mowbray, Nottingham, Grantham, and Newark; Wellingborough, Stamford, and via Peterborough to Norwich and Yarmouth; Blisworth, Towcester, Banbury, and Stratford-on-Avon),

Fares—1st, 9/4; 2nd, 7/-; 3rd, 5/3½. Return—1st, 18/8; 2nd, 13/6; 3rd, 10/7.

65½ miles from Euston. The history of Northampton dates from the times of the Danish occupation. For many centuries it was peculiarly identified with the national life, no fewer than twenty parliaments having been held within its precincts. It was occasionally used as a royal residence, and received marks of favour from several English sovereigns. In 1460, during the Wars of the Roses, it was the site of a battle in which Henry VI. was defeated and taken prisoner. Northampton Castle, which once stood near the present station, was erected shortly after the Norman Conquest. Although defended by Simon de Montfort, Henry II. once took it by stratagem. There

are no vestiges of remains—beyond a gateway re-erected from fragments—but it is thought that the exceedingly fine Norman church of St. Peter's, in Mare Fair, may have had some communication with or formed part of the original stronghold. This church will delight those interested in architectural antiquities by the richness and variety of its Norman remains.

Passing along Mare Fair, we soon approach Gold Street, and thence reach the Drapery, also the fine Market Square, with its ornamental drinking fountain, and Abington Street, which are the principal thoroughfares. All Saints' Church, a spacious seventeenth-century structure, situated near to the Assize Courts, contains a magnificent organ, and retains its original Decorated tower. The most remarkable church in Northampton is that of St. Sepulchre, which is one of the four existing round churches built by the Order of Knights Templars on the plan of the sepulchre at Jerusalem. It underwent a very complete and costly restoration, under the direction of the late Sir G. Gilbert Scott. The visitor cannot fail to be impressed not only with the quaint contrasts between ancient and modern buildings which occur so frequently in the yet old-fashioned streets, but also with the imposing character of several public edifices. Amongst these are the Town Hall, enlarged in 1891 at a cost of £40,000; the County Hall, the Corn Exchange, the Opera House, and the Grammar School; also the Museum, Free Library, and Reading Room. The General Post Office is in Abington Street. Several leading men have hailed from Northampton, including Dr. Philip Doddridge, James Hervey, and the Rylands; Fletcher, Mark Akenside, and John Clare, the poets; also William Carey, the founder of modern Protestant Missions. In the suburbs are the Danes' Camp, and a Queen Eleanor's cross is in the parish of Hardingstone.

The staple industry of Northampton is the manufacture of boots and shoes, which employs many thousands of hands. The town is also celebrated for its extensive breweries. A corn market is held on Saturday, and Thursday is an early-closing day. The station has a letter-box, telegraph office, a refreshment-room, and a bookstall on the up side; also refreshment-rooms on the down platform. It is a junction for Wellingborough, Stamford, and *via* Peterborough for the chief towns of Norfolk; *via* Market Harborough for Melton Mowbray and Nottingham; *via* Grantham for the Lincolnshire coast; and *via* Newark for the Yorkshire watering-places. A western line *via* Blisworth and Towcester extends towards Banbury and Stratford-on-Avon. The leading hotels are the "George," the "Angel," the "Grand," the "Plough," and the "Peacock." (Population—61,016.)

Daily Press—*Northampton Daily Chronicle, Northampton Daily City, Northampton Herald, Northampton Mercury.*

Departing from Northampton, we soon pass Kingsthorpe on our right, and then come to ALTHORP PARK. Near this station, on the left, is the seat of Earl Spencer. It will doubtless be remembered for the magnificent Althorp Library, which will shortly be available to the public at the John Rylands Memorial Hall, Manchester. The parish church of Great Brington, about a mile distant, contains several fine brasses of the Washington family, from whom came the first President of the United States; while in the adjacent village church of Sulgrave are additional memorials, bearing evidence



GREAT BRINGTON, NORTHAMPTONSHIRE.

of the family crest and coat-of-arms, which subsequently developed into the far-famed stars and stripes of the great American Republic. Sulgrave is most easily reached by the "*East and West Junction Railway*" from Blisworth. After passing through LONG BUCKBY and KILSBY AND CRICK we find ourselves nearing the old main line and passing along the high level route, upon which the Company has expended a large sum to carry the down track from Northampton, and the branch from Market Harborough, over the up main roads. This arrangement not only ensures an uninterrupted journey into Rugby station, but also avoids the intersection of up and down trains. We now see the Market Harborough, Stamford, and Peterborough line diverging on our right ere we pause at

RUGBY

(For Leamington, Kenilworth, Coventry, Birmingham, Walsall, Dudley, and Wolverhampton; also from the North for Peterborough, Norwich, Cromer, Yarmouth, and Lowestoft; and via Ely, Bury St. Edmunds, and Ipswich to Harwich for Antwerp, Rotterdam, or Berlin),

Fares—1st, 12/9; 2nd, 8/8; 3rd, 6/10½. Return—1st, 24/-; 2nd, 16/8; 3rd, 12/9.

82½ miles from Euston. Rugby, once a little Warwickshire village, has now, through the combined influences of its famous school and



THE ARMS OF
RUGBY SCHOOL.

railway services, attained the recognised status of a county town. It has likewise gained a national reputation from its association with the great Dr. Thomas Arnold, whose life-work at Rugby—commenced in August, 1828, and continued until his sudden and lamented death upon the 12th of June, 1842—inaugurated a new and beneficent era in the administration of our public schools. His carefully-devised principles of school work have been maintained by a long line of able headmasters, including the late Archbishop Tait and Dr. Goulburn. Other noteworthy chiefs of Rugby School have been Dr. Temple, Bishop of London; Dr. Hayman; and Dr. T. W. Jex-Blake,

now the Dean of Wells. Its present headmaster is Dr. J. Percival, well known for his successful rule at Clifton College, also as the President of Trinity College, Oxford. Perhaps the most important incident connected with Rugby was the birth of Lawrence Sheriff, originally a poor boy, the son of a yeoman who resided in the neighbouring hamlet of Brownsover. Proceeding to London, he made his fortune in commerce, and remembering his birthplace, there founded by will a school which dates from A.D. 1567, and is now known all the world over. While it would be impossible to name a title of the eminent Rugbeians who have contributed to the fame of their old school, we might note that it has produced Judge Hughes, who may rightly claim precedence as the author of the English schoolboy's classic, "*Tom Brown's School Days*"; the late Dean Arthur Penrhyn Stanley; his successor at Westminster, Dr. Bradley; Dean Vaughan, who was a popular headmaster of Harrow ere he was called to the deanery of Llandaff; Professor Henry J. S. Smith, the mathematician; and Professor Sidgwick. The late Earl of Derby and Viscount Cross; also Earl Selborne, the Right Hon. G. J. Goschen, Sir Richard Temple, the Right Hon. Sir H. Drummond Wolff, and Monsieur W. H. Waddington have been amongst the statesmen who have hailed from Rugby. Here, too, were educated Walter Savage Landor and Matthew Arnold, famous men of letters.

Rugby School is approached from the High Street, where a Perpendicular gateway, surmounted by an embattled window bearing the well-known arms of Lawrence Sheriff, affords the principal entrance. Since the Tercentenary in 1867 the chapel has been rebuilt, enlarged, and decorated, from designs by Mr. Butterfield.



THE GATEWAY, RUGBY SCHOOL.

Its stained-glass windows, which are chiefly memorials, include one raised in memory of thirty-three Rugbeians who were killed in the Crimea, while another commemorates twenty-seven "old boys" who perished during the Indian Mutiny. There are monuments to Dr. James, by Chantrey; to Dr. Wool, by Westmacott; and to Dean Stanley, by Boehm; while a plain marble slab marks the spot where rest the remains of the beloved Dr. Arnold.

Amongst the more noteworthy of the school buildings are the headmaster's residence; the Big School; the Natural History Museum; the Temple Reading-Room and Art Museum, with its interesting collection of pictures and casts; the Temple Observatory; the Jex-Blake Swimming Bath; and the gymnasium. The far-famed open space known as the School Close, remarkable for its "island" and noble elms, which has witnessed many such mighty conflicts over football or cricket as are so graphically described by Rugby's hero, "Tom Brown," is now supplemented by the Caldecott Field. Rugby Lower School is in the Clifton Road.

The town is chiefly remarkable for its old parish church of St. Andrew's, a fine structure dating from the fourteenth century. In the High Street are the Town Hall, Assembly Rooms, Free Library, and Market Hall, which, with the Institute, are embraced in one well-appointed building. The Hospital of St. Cross was presented to the town by R. H. Wood, Esq. Amongst the most interesting places in the neighbourhood are Coombe Abbey, the seat of Earl Craven; Newnham Paddocks, the seat of Earl Denbigh; Stanford Hall, the seat of Lord Braye; also Brownsover Hall; Colton House; Bilton Hall, formerly the property of Addison; and Bilton Grange. Rugby is a celebrated hunting centre for the meets of the North Warwickshire, the Warwickshire, the Pychley, and the Atherstone Hounds; also for Mr. Fernie's Hounds and the Grafton packs.

Although Rugby is chiefly known as an educational and agricultural centre, it is likewise somewhat celebrated for its large production of superior Portland cement, an industry here founded in 1865 by the Rugby Portland Cement Company, whose extensive works produce the well-known brand of commerce which is consigned in large quantities throughout the country.

Rugby Station owns a spacious island platform over a quarter of a mile in length, which is approached from the booking office by a complete system of subways. Here are a letter-box, a telegraph office, book-stalls, and refreshment-rooms. Main-line trains stay five minutes. Luncheon baskets can be obtained. Rugby is in direct connection with the express line to Birmingham, Walsall, Dudley, and Wolverhampton *via* Coventry; also with the direct route to the Midland capital *via* Leamington, Warwick, and Kenilworth. It is likewise the point of exchange for passengers from the North who *via* Market Harborough, Peterborough, and March travel towards Norwich, Cromer, Yarmouth, and Lowestoft; also with those that *via* Ely, Bury St. Edmunds, and Ipswich proceed to Harwich for the Continental services to Antwerp and Rotterdam. Hotels—"Royal George," "Horse Shoes," and "Thompson's Private Hotel." (*Population*—11,262.) Press—*Midland Times, Rugby Advertiser.*

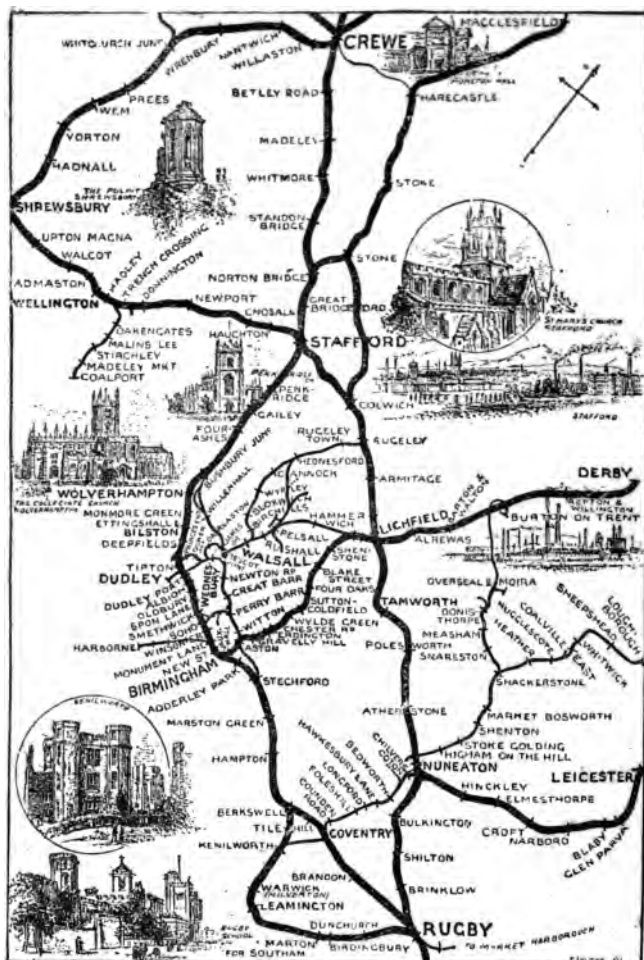
(For an additional illustration of Rugby, see Supplementary Pictorial Pages.)

THE ROYAL MAIL WEST COAST SERVICES BETWEEN ENGLAND AND SCOTLAND.

B.—RUGBY, LEAMINGTON, COVENTRY, AND LEICESTER TO CREWE.
BIRMINGHAM, WALSALL, DUDLEY, AND WOLVERHAMPTON TO CREWE.
PLYMOUTH, TORQUAY, EXETER, AND BRISTOL TO CREWE.
CARDIFF, HEREFORD, SWANSEA, AND SHREWSBURY TO CREWE.

RUGBY TO NUNEATON FOR HINCKLEY, LEICESTER, LOUGHBOROUGH, AND *via* MARKET BOSWORTH TO BURTON-UPON-TRENT, UTTOXETER, ASHBOURNE, ALTON, LEEK, AND MACCLESFIELD; TAMWORTH; LICHFIELD FOR WALSALL AND DUDLEY, SUTTON COLDFIELD, AND BIRMINGHAM, AND *via* BURTON-UPON-TRENT TO DERBY; RUGELEY FOR CANNOCK AND WALSALL; AND TO COLWICH FOR STOKE-UPON-TRENT, MACCLESFIELD, AND MANCHESTER: ALSO FROM RUGBY, BIRMINGHAM (*New Street*), WALSALL, DUDLEY, AND WOLVERHAMPTON TO STAFFORD FOR WELLINGTON, COALPORT, SHREWSBURY, WELSHPOOL, ABERYSTWYTH, DOLGELLY, AND BARMOUTH; *via* STONE TO STOKE-UPON-TRENT FOR NEWCASTLE-UNDER-LYME, LONGTON, HANLEY, BURSLEM, TUNSTALL, CONGLETON, MACCLESFIELD, AND LEEK; AND TO CREWE FOR CHESTER, HOLYHEAD, LIVERPOOL, SOUTHPORT, STOCKPORT, MANCHESTER, HUDDERSFIELD, HALIFAX, BRADFORD, AND LEEDS:—ALSO FROM PLYMOUTH, DARTMOUTH, TORQUAY, TEIGNMOUTH, EXETER, TAUNTON, WESTON-SUPER-MARE, BRISTOL, CARDIFF, NEWPORT, HEREFORD, SWANSEA, CARMARTHEN, AND SHREWSBURY TO CREWE FOR THE NORTH.

THE section of the main line—from Euston to Chester, Liverpool, Manchester, and the North—that extends from Rugby to Stafford and Crewe, is known as the “Trent Valley Route.” During our journey northwards we reach Nuneaton, for Chilvers Coton, well known as the native countryside of the gifted novelist “George Eliot.” Here passengers exchange carriages for Leicester, Burton, Ashby, and Loughborough; while from Nuneaton they can also travel *via* Market Bosworth and Burton-upon-Trent to Ashbourne and the exquisite scenery of Dovedale; or they may by the Churnet Valley reach Alton, Leek, and Macclesfield. Here, too, certain Scotch



ROUTE MAP.—II. RUGBY TO BIRMINGHAM, STAFFORD, AND CREWE.

expresses can be joined by passengers from Leicester and Coventry. Lichfield Junction is connected eastward with Burton-upon-Trent and Derby, while westward are lines to Lichfield (*City Station*)—celebrated for its noble Decorated English cathedral—Sutton Coldfield, Birmingham, and Walsall. From Rugeley a short branch *via* Cannock likewise supplies a road to Walsall from the North. Colwich is the station where some of the Manchester expresses diverge for their run over the "*North Staffordshire*" system *via* Stoke-upon-Trent, the Potteries, and Macclesfield. One of the chief railway centres of the Midland Counties is Stafford, where the trains from Birmingham and Wolverhampton effect a junction with the main line to Lancashire, Yorkshire, North Wales, the English Lake District, and Scotland. It likewise, *via* Wellington, owns communication with Coalport for the Coalbrookdale district, and *via* Shrewsbury and Welshpool is in direct connection with the "*Cambrian Railways*" for Aberystwyth, Barmouth, and Dolgelly. From Shrewsbury passengers can also proceed over the Central Wales route to Llandrindod Wells, Builth Wells, Llangammarch Wells, Llanwrtyd Wells, and other inland health resorts. Stafford is likewise the point of exchange for the trains from Birmingham and Wolverhampton that *via* Norton Bridge supply the means of communication with Stoke-upon-Trent, Hanley, Burslem, and other towns of the Potteries. At Crewe certain expresses are divided into their respective portions for Chester, North Wales, Holyhead, and Ireland; Liverpool and Southport; and Manchester, Huddersfield, and Leeds; while the through fast trains of the "*ROYAL MAIL WEST COAST ROUTE*" proceed *via* Warrington, Wigan, Preston, Lancaster, and Carlisle to Scotland. The Severn Tunnel expresses from the West of England, also those from South and Central Wales travelling *via* Shrewsbury, converge towards Crewe for connections with the trains to the North. Here, too, connections are made for Scotland by "*North Staffordshire*" passengers from Stoke, Hanley, Burslem, and the Potteries, who can likewise at Crewe join the trains for North Wales, Central Wales, South Wales, and the West of England.

SHORTLY after the "*West Coast Express*" has left Rugby the metals of the "*London and North Western Railway*" afford three distinct roads—viz., that which, diverging to the extreme left, communicates with Birmingham *via* Leamington, Warwick, and Kenilworth; the next in order also extending towards Birmingham, Walsall, and Wolverhampton *via* Coventry; while the third track on our right is the well-known "*Trent Valley Line*" to the North *via* Stafford and Crewe. Taking the last-named course, we soon pass **BRINKLOW**, and on our left gain a distant view of Coventry ere by

SHILTON and BULKINGTON we approach the village of Chilvers Coton, where is South Farm, the birthplace, on the 22nd of November, 1819, of Mary Ann Evans, better known as "George Eliot," whose graphic fiction has conferred lasting interest upon the scenes of picturesque Warwickshire. Within easy reach are many of the scenes with which her readers have been made familiar, amongst these being Arbury Park, the seat of Lieut.-General Newdigate-Newdegate, the "Cheverell Manor" of "*Mr. Gilfil's Love Story*." Not far distant is Griff House, for some twenty years the girlhood's home of the future novelist. We then pause at

NUNEATON

(For *Hinckley and Leicester*; *Charnwood Forest and Loughborough*; *Burton-upon-Trent, Uttoxeter, Ashbourne, Alton, Leek, and Macclesfield*; also *from the North for Leicester, Loughborough, Coventry, and Leamington*),

Fares—1st, 14/3; 2nd, 10/2; 3rd, 8/3. Return—1st, 28/6; 2nd, 19/6; 3rd, 16/1.

97 miles from Euston. Nuneaton, the "Milby" in "*Scenes of a Clerical Life*," is a small market town surrounded by a coal-mining and manufacturing district employing numerous hands. The church of St. Nicholas is a handsome Early English structure with a fine tower. In the churchyard are the new buildings belonging to Nuneaton Grammar School, which is a foundation that dates from the sixteenth century. The General Post Office is in Abbey Street. A corn market is held on Saturday, and Thursday is an early-closing day.

At Nuneaton passengers exchange carriages for Hinckley and Leicester, also for Loughborough. Here, too, diverges the direct express route *via* Market Bosworth to Ashby-de-la-Zouch and Burton-upon-Trent, by means of which through carriages from Euston are now conveyed to the latter town in the course of three hours. From Burton certain trains run on to the metals of the "*North Staffordshire Railway*," which thus afford communication with Uttoxeter and Ashbourne for the charming scenery of Dovedale. A through coach from Euston also runs each week-day *via* Denstone—well known for Denstone College, a Church of England public school—the Churnet Valley, Alton Towers, Leek, and the pleasant expanse of Rudyard Lake, to the substantial Cheshire town of Macclesfield. Southward from Nuneaton a branch service supplies a connecting link between the main line and Coventry, also *via* Kenilworth to Warwick and Leamington. At the station are a letter-box, a bookstall, and a telegraph office; also refreshment-rooms on both platforms. Hotels—The "Bull" and the "Newdegate Arms." (*Population*—11,580.) Press—*Nuneaton Advertiser, Nuneaton Chronicle, Nuneaton Observer*.

Before continuing our northward journey we will proceed to notice the direct route to Burton-on-Trent, and thence *via* the

Churnet Valley to Macclesfield. After quitting Nuneaton we pass HIGHAM-ON-THE-HILL, STOKE GOLDING, and SHENTON, ere we reach MARKET BOSWORTH, which reminds us of the battle that in 1485 sealed the fate of Richard III. and placed the Tudors on the throne of England. We now come to SHACKERSTONE JUNCTION, where the Loughborough line breaks off on our right, while we pass on by SNARESTON and MEASHAM to OVERSEAL AND MOIRA for the branch to ASHBY-DE-LA-ZOUCH. Then speeding through GRESLEY we enter the busy precincts of

BURTON-UPON-TRENT.

Fares—1st, 10/9; 2nd, 13/4; 3rd, 10/2. Return—1st, 23/6; 2nd, 25/6; 3rd, 20/4.

28 miles from Birmingham. The ancient town of Burton, situated upon the western bank of the Trent, and to the east of the Grand Junction Canal, is chiefly celebrated for its enormous production of high-class ales and stout. Seeing that Burton is the chief centre of the brewing interest, it is scarcely surprising to find that as many as seven thousand hands are here employed in some thirty breweries, which include those belonging to such well-known firms as Messrs. Samuel Allsopp and Sons, Limited; Messrs. Bass, Ratcliff, and Gretton, Limited; Messrs. Worthington and Company; Messrs. Thomas Salt and Company; Messrs. Ind, Coope, and Company, Limited; and Messrs. Truman, Hanbury, Buxton, and Company, Limited. The excellence of the famous Burton ale is chiefly attributable to the constituents of the water—here reached by artesian wells—when combined with the finest malt and hops.

Amongst the leading brewers of the town are Messrs. Samuel Allsopp and Sons, Limited, whose new brewery premises will be seen immediately after leaving Burton station. These, with the maltings, cooperages, and other buildings in connection therewith, form, as will be seen by the engraving given, a very imposing pile of substantial masonry. The two extensive breweries owned by the firm, including their cooperage in Horninglow Street and their maltings on the Shobnall Road, together with the land taken for the water-supply, now extend over nearly 200 acres. These breweries and various other premises are connected by private railways, in the aggregate equal to some ten miles of single line; by means of which the ale and stout, when brewed, are delivered direct to the "*London and North Western*" and other railways in the town, for transit to every part of the globe. We cannot do better than recommend those who have the time and opportunity to pay a visit to these celebrated establishments, for they will, we are sure, feel deeply interested in examining the various processes through which ale and stout have to pass before they are ready for home or foreign consumption. But for the information of those travellers who are unable to pause



MESSRS. SAMUEL ALLSOPP AND SONS' BREWERIES, BURTON-UPON-TRENT.

at Burton we will endeavour, as briefly as possible, to describe what they would have seen had time permitted. First, taking Messrs. S. Allsopp and Sons' new brewery as an example, the malt is brought from the maltings in sacks, emptied into hoppers, and screened. It is then passed through powerful steel rollers, crushed, and afterwards conveyed to the mash-tubs by an Archimedean screw. The mash-tubs are large round vessels, holding sixty quarters each. In these the malt, by means of revolving rakes, is thoroughly incorporated with water at a proper temperature. From the mash-tub the liquor is run into the wort coppers, where the hops are added, ere it is boiled. Hence it is conveyed by pipes to what is termed the hop-back, which is really a large strainer for separating the hops, while the liquor is pumped up to the coolers at the top of the brewery. It next goes to the fermenting rounds, vessels holding 110 barrels each, where the yeast is added. From these rounds it is run into what are termed union casks, of which there are in the large union room nearly 1,500. Here the yeast is thrown off into troughs above the unions, and the ale is allowed to stand and clear itself before it is drawn off into the racking squares, and finally put into casks, ready to be sent out to the customers. In addition to the breweries, the maltings, cooperages, and other departments of the business are well worthy of a visit. They serve to give a slight idea of the enormous amount of trade done by such large firms as that of Messrs. Samuel Allsopp and Sons. The merits of Allsopp's ale and stout on draught can be practically tested at the refreshment-rooms and hotels on the "*London and North Western Railway*."

The principal public buildings of Burton include the commodious parish church of St. Modwen, Holy Trinity, Christ Church, and St. Paul's Church, a magnificent stone edifice in the Decorated English style. In bygone days the Abbey of Burton, founded by an Earl of Mercia, held an important position, which was maintained through the rule of thirty-six abbots. Its remains comprise the entrance gate and porter's lodge, with a fine gateway in the Abbey gardens. The Burton Institute provides a good library, and rooms for the School of Science and Art; while St. Paul's Institute is also an imposing building. The General Post Office is in High Street. A corn market is held on Thursday, and Wednesday is an early-closing day. Burton-upon-Trent is an important railway junction for many localities, including connections with the "*North Staffordshire Railway*" to Stoke and the Potteries; also with the "*Great Northern*" for Nottingham. Upon the platform are a letter-box, a telegraph office, a bookstall, and refreshment-rooms. The principal hotels are the "George," the "White Hart," the "Queen," and the "Station." (*Population*—46,047.) *Daily Press*—*Burton Gazette*. *Weekly*—*Burton Chronicle*, *Burton Standard*.



THE APPROACH TO DOVEDALE, DERBYSHIRE.

Leaving Burton-upon-Trent (*Station Street*), we pass on to the suburban station of *Horningslow*, then cross the Trent and Mersey Canal, and some two miles further span the waters of the Dove. With its crystal stream flowing on our left, we come to TUTBURY, where we may gain a glimpse of Tutbury Castle, a grey old ruin once held by John of Gaunt, whose name is still retained by its remaining gateway. Here, too, in Tudor times lingered the beautiful but ill-fated Mary Queen of Scots. Its ancient parish church was formerly attached to a Cluniac Priory. Before reaching SUDBURY—not far from Needwood Forest and Sudbury Park, the seat of Lord Vernon—we again cross the river, and through MARCHINGTON reach

UTTOXETER,

Fares—1st, 19/-; 2nd, 14/11; 3rd, 11/3. Return—1st, 37/3; 2nd, 28/2; 3rd, 22/6.

135 miles from Euston. Uttoxeter, the birthplace of the gifted Quaker authoress Mary Howitt, is a small but substantial market town, pleasantly situated in the centre of a rich grazing and dairy district. Its chief buildings are a capacious parish church with a lofty spire, and the Town Hall. The large agricultural implement works of Messrs. Henry Bamford and Son are the chief seat of local industry. In the Market Place is the General Post Office. A weekly corn market is held on Wednesday, cattle sales take place fortnightly, and cattle and cheese fairs occur at frequent intervals. Uttoxeter enjoys direct railway communication with Stoke-upon-Trent, Crewe, Macclesfield, Stafford, Birmingham, and Derby. At the station are a letter-box, telegraph office, bookstall, and refreshment-room. Hotel—The "White Hart." Press—*Uttoxeter Advertiser*, *Uttoxeter New Era*.

Quitting Uttoxeter, we find ourselves steaming away through a pastoral countryside towards ROCESTER JUNCTION. Here passengers exchange for the branch services that after crossing the Churnet ascend the picturesque Dove Valley, calling *en route* at NORBURY, ever to be remembered as the "Ellaston" of "*Adam Bede*," and also famous for its ancient manor house and fine church. Then through CLIFTON they reach their terminus at

ASHBOURNE

(*For Dovedale*),

Fares—1st, 20/6; 2nd, 10/3; 3rd, 12/1½d. Return—1st, 39/10; 2nd, 30/6; 3rd, 24/3.

146 miles from Euston. In a richly-wooded valley within a drive of three miles from Dovedale is old-fashioned and interesting Ashbourne, which, beyond its share in the stirring incidents connected with the Pretender's invasion during the still-remembered 1745, has had little to do with our national history. Nevertheless, the charms of its surrounding scenery have caused this little Derbyshire town to become exceedingly popular with the tourist brotherhood, while both

artists and anglers delight in the attractions of its neighbouring riverside. Lovers of ecclesiastical architecture also enjoy a visit to the stately Gothic pile of St. Oswald's Church, which not only contains the curious Cockayne memorials, but the celebrated Boothby monument, an exquisite study from the chisel of Banks. The musical peal that is hung in the lofty tower has been immortalised in Tom Moore's pretty ballad "Those Evening Bells," penned during his residence at Mayfield, a village some two miles distant, where the poet resided during the time that he composed "*Lalla Rookh*." Close to the church is the Elizabethan Grammar School, and not far distant is the house where Dr. Taylor was visited by his intimate friend, the great lexicographer Samuel Johnson.

But perhaps Ashbourne chiefly claims our notice as supplying the most convenient railway approach to the scenic beauties of Dovedale, where bold masses of silvery-grey limestone cliffs, partially mantled by ferns, mosses, and other luxuriant greenery, rise grandly from the banks of the rippling Dove. The fantastic outlines of the rocks have given rise to such singular designations as Tissington Spires, the Twelve Apostles, the Lion's Head, the Church Rock, Reynard's Cave, Dove Holes, Dove Dale Church, and other titles of varied significance. Perhaps two of the most noteworthy heights are Bunster and Thorpe Cloud, gigantic hills which stand at the southern entrance to the Dale. Within its precincts ofttimes wandered those strangely-assorted friends Izaak Walton and Charles Cotton, and the little fishing temple near Pike Pool in Beresford Dale retains the quaintly-intertwined monogram in sculptured stone that yet reminds us of the twin fishermen "Piscator" and "Viator." Neither should we omit a visit to pretty Ilam, through which the Manifold hurries by Ilam Hall to effect a confluence with the Dove, nor forget to enter its parish church, where may be seen the marble monument to the memory of David Pike Watts, Esq., which by many is considered to be the masterpiece of Chantrey's genius. In the village stands a graceful Gothic cross and drinking fountain, erected to the memory of Mrs. Watts Russell. The adjoining village of Blore owns a rudely-sculptured stone that marks the battlefield of Blore Heath. The chief hotel of Ashbourne is the "Green Man," while the leading houses of entertainment in Dovedale are the "Izaak Walton" and the "Peveril."

Returning to ROCESTER JUNCTION, and resuming our journey, we soon come to DENSTONE. Within fifteen minutes' walk of the station are the imposing buildings of Denstone College, well known as an excellent Church of England public school, affording a classical or modern education for some three hundred boys. (*See Panoramic Map facing Preface.*) In the same neighbourhood are the ruins of Croxden Abbey. We then continue our journey through the Churnet Valley to

ALTON. This station is annually used by many thousands of tourists and excursionists, who through the courtesy of the Earl of Shrewsbury are allowed to visit the magnificent mansion of Alton Towers and to ramble through its renowned gardens. It would be difficult, if not impossible, within a few lines either to adequately notice the countless treasures of Nature and art that are here so profusely scattered over hill and vale, or to describe the imposing proportions of the domed conservatories, the armoury, and the picture and sculpture galleries, which latter, although despoiled of their contents, are yet noteworthy for the grandeur of their perspective.

Still onwards through the romantic valley of the Churnet we proceed until we pass OAKAMORE, and cross the stream near to the spot where stand the extensive copper mills that belong to Messrs. Thomas Bolton and Sons, who both here and at FROGHALL, the next station, employ many hundreds of hands. By CHEDDLETON, where the scenery becomes more open, we now run on to

LEEK,

Fares - 1st, 21/11; 2nd, 17/1; 3rd, 12/10. Return - 1st, 42/6; 2nd, 31/10; 3rd, 25/8.

154 miles from Euston. Leek, a prosperous and salubrious town of North Staffordshire, is perhaps best known for its connection with the silk industry. Its population of some fourteen thousand persons is more or less dependent on the manufacture of sewing silks and other small wares of a similar description. Amongst the gentlemen who have greatly interested themselves in the development of the local staple is Mr. Thomas Wardle, F.C.S., F.G.S., the president of the Silk Association of Great Britain and Ireland, and an authority on questions connected with the British silk interest. The most ancient building in the town is the parish church of St. Edward's, portions of which date from the Norman period. A free library and museum are comprised within the Nicolson Institute. A weekly market is held on Wednesday. The "George" is the leading hotel. Press—*Leek Post, Leek Times*.

Again we hasten northwards, and soon after making a pause at RUDYARD, where is a good hotel, we find ourselves skirting the eastern shore of its celebrated lake, a charming expanse some two and a quarter miles in length, mostly bordered by woodlands along its western bank. This fine sheet of water was formed when James Brindley, the Staffordshire engineering genius, by the construction of a dam secured the overflow waters of the Dane, and thus provided an ample reserve for the navigation of the neighbouring canals. Having cleared RUSHTON, we now speed to NORTH ROBE, where we join the express line that extends from Stoke to our destination at MACCLESFIELD, which important town is noticed in connection with the Manchester traffic. (Page 341.)

Resuming our journey from NUNEATON to the far North, we may note that the Ashby and Charnwood Forest line bears away on our right before we reach ATHERSTONE, a little town of Warwickshire, which is succeeded by POLESWORTH, possessing in the church of St. Edith a portion of the buildings that were connected with its ancient abbey. Skirting the Anker, we soon arrive at

TAMWORTH.

Fares—1st, 16/9; 2nd, 11/6; 3rd, 9/1. Return—1st, 31/6; 2nd, 22/; 3rd, 18/3.

110 miles from Euston. Tamworth is a Staffordshire mining town, situated in rich pasture land, at the junction of the Anker and the Tame rivers. St. Edith's Church and Tamworth Castle are the two buildings which possess the greater amount of interest. The former is an imposing edifice of the fourteenth century, containing some good windows and monuments to the Ferrers and Fréville families. Tamworth Castle can boast of great antiquity, having existed in the days of the Saxons, when it was a stronghold of the Mercian kings. At the time of the Norman Conquest it was bestowed on the Marmions, whose name has been immortalised by Sir Walter Scott. Amongst the chief buildings of modern Tamworth are those occupied by Queen Elizabeth's Grammar School, situated in the Wigginton Road. The late Thomas Guy, the founder of Guy's Hospital, London, and once member for Tamworth, presented his constituents with the Town Hall, also some endowed almshouses. Foremost amongst those connected with the town was the late Sir Robert Peel, who built the magnificent mansion of Drayton Manor, about two miles distant; founded a large Free School; and is commemorated by a bronze statue which stands in the Market Place. Glascole is a suburban district noteworthy for the terracotta works owned by Messrs. Gibbs and Canning, who enjoy a widespread fame for the excellence of their architectural decorative pottery and glazed bricks. Amongst the numerous public works which have been executed by this well known firm, we may cite the whole of the art terra cotta employed in the construction of the Natural History Museum at South Kensington, also the interior of the Victoria Law Courts, Birmingham. A corn market is held on Saturday. Wednesday is an early-closing day. The General Post Office is in George Street. At the station are a telegraph office and a bookstall. Hotel—The "Castle." (Population—6,614.) Press—*Tamworth Advertiser, Tamworth Herald, Tamworth Times.*

(For illustrations of Tamworth, see Supplementary Pictorial Pages.)

Quitting Tamworth, we cross the Tame ere we see on our left the village of Whittington, gain a glimpse of Lichfield Spires, and enter LICHFIELD, Trent Valley Station. (for Burton-upon-Trent, Ball, Four Oaks, and Sutton Coldfield), for the trains to

LICHFIELD,
City Station,

Fares—1st, 16/9; 2nd, 12/2; 3rd, 9/8⁴. Return—1st, 33/6 2nd, 23/3; 3rd, 19/3.

118 miles from Euston. This small city is principally noteworthy for Lichfield Cathedral, which, with its three graceful spires, will at once attract our attention. The Saxon cathedral, founded in 665, and its successor the Norman church, both preceded the commencement of the existing fine structure, dedicated to St. Chad, which is believed to date from the twelfth century. Its earliest portion, the western part of the choir, was followed by the erection of the north and south transepts and chapter-house. Next in order came the nave and west front, together with the Lady Chapel, while the eastern portion of the choir completed a mighty work which had extended over a century and a half. The result is a magnificent cruciform building over 400 feet in length, and of singular symmetry, affording a very choice example of Early English and Decorated architecture. The chief features of the exterior are its elegant spires, the richly-ornamented western front, and the fine proportions of the Lady Chapel, terminated by a polygonal apse. The nave is certainly remarkable for its beautiful and in many respects unique design. Amongst the modern monuments is one to Major Hodson, the gallant leader of "Hodson's Horse," killed at Lucknow, 1858; also two of Chantrey's exquisite works—namely, his marble figure of Bishop Ryder, and his far-famed memorial group of the "Sleeping Children."

The Church of St. Chad at Stowe is remarkable as the first Christian church in the district. Near this building is a celebrated spring of water called St. Chad's Well, marking the legendary site of his hermitage. Connected with the episcopate of Lichfield is its Theological College, which occupies a large house in the vicinity of the Close. The grounds reach back to the Minster Pool, a picturesque sheet of water surrounded by a promenade and gardens. Here also stands a fine structure in the Italian style, occupied by the Museum and Public Library, which owns a valuable collection of books, statuary, pictures, and local antiquities. Stowe Pool is another beautiful lake, of some 17 acres, in the charming Stowe Valley. The vicinity of these pools, and the hills near to the city, afford some of the best views of the cathedral and its precincts. Apart from the cathedral, Lichfield is not rich in ancient buildings, although an old hospital of the fifteenth century has features of interest. But the city will ever be famous as the birthplace of Dr. Samuel Johnson, whose father, Michael Johnson, kept a bookseller's shop, which may still be seen at the corner of the Market Place.



LICHFIELD CATHEDRAL, THE WEST FRONT.

where there is also a statue to the eminent lexicographer. King Edward's Grammar School is an ancient foundation, celebrated for its connection with several men of note. A market is held on Friday. In Bore Street is the General Post Office. (*Population*—7,864.) Hotels—The "George" and the "Swan."

Lichfield enjoys excellent railway communication with London and the North, also with all parts of the Midland Counties. Both the *Trent Valley* and the *City* stations are connected with the direct route between Birmingham and Derby. The Derbyshire capital is reached *via* ALREWAS, BARTON AND WALTON, BURTON-UPON-TRENT, and REPTON AND WILLINGTON; while the chief city of the Midlands is approached by way of SHENSTONE, BLAKE STREET, FOUR OAKS, and SUTTON COLDFIELD. An alternative line to Birmingham or Wolverhampton extends in a south-westerly direction through HAMMERWICH, BROWNHILLS, on the border of Cannock Chase, PELSALL, RUSHALL, and WALSALL. At the *Trent Valley Station* are a letter-box, a telegraph office, and a bookstall. Press—*Lichfield Herald*, *Lichfield Mercury*.

(For additional illustrations of Lichfield, see Supplementary Pictorial Pages.)

Shortly after resuming our northward journey from the *Trent Valley Station* we may gain a parting glimpse of Lichfield Cathedral as we run onwards to ARMITAGE. Crossing the Trent, we approach RUGELEY (*Trent Valley*), whence the Cannock and Walsall branch provides access to the *Town Station* of

RUGELEY,

Fares—1st, 18/6; 2nd, 13/-; 3rd, 10/4. Return—1st, 36/-; 2nd, 25/-; 3rd, 20/9.

124½ miles from Euston. The small market town of Rugeley, situated on the borders of Cannock Chase, is chiefly noteworthy for its collieries, engineering works, and flourmills. A corn market is held on Saturday. In Church Street are the Public Buildings, Hagley Hall is an ancient mansion owned by the Marquess of Anglesea. (*Population*—4,181.) Hotel—The “Shrewsbury Arms.” Passengers continuing their journey over the branch line will pause at HEDNESFORD, the great colliery centre of CANNOCK, WYRLEY AND CHURCH BRIDGE, BLOXWICH, and BIRCHILLS, ere they reach WALSALL. Press—*Rugeley Advertiser*, *Rugeley Mercury*.

Again travelling towards Crewe, we pass Colton on our right, speed by Bellamore Park, and notice Bishton Hall, which stands on our left within grounds only separated by the Trent from Wolsley Park, the ancestral home of the Wolsleys. At COLWICH certain trains known as the “Stoke, Macclesfield, and Manchester Expresses” (see page 346) pass on to the metals of the “*North Staffordshire Railway*,” travelling to Manchester *via* STOKE-UPON-TRENT and the Potteries. Our own course lies across the Trent and through Shugborough Park, which surrounds the seat of the Earl of Lichfield, where was born Lord Anson, the circumnavigator of the globe. Piercing a short tunnel, we leave Tixall Park on our right, and rapidly approach MILFORD AND BROCTON. Here on our left is the Convalescent Home erected as a memorial of Miss

Dorothy Wynlow Pattison, better known as the devoted nurse "Sister Dora." With the Penk river and the Stafford and Worcester Canal on our right we now rapidly draw near to

STAFFORD

(For Wellington, Coalport, Shrewsbury, Aberystwyth, Barmouth, and Dolgelly; Stone, Stoke-upon-Trent, Hanley, Burslem, Tunstall, Llongton, Newcastle-under-Lyme, Leek, Congleton, and Macclesfield:—also from the North for Wolverhampton, Dudley, and Birmingham),

Fares—1st, 20/9; 2nd, 14/-; 3rd, 11/11. Return—1st, 39/3; 2nd, 26/10; 3rd, 22/3.

133½ miles from Euston. The capital of Staffordshire, and an important junction for Shrewsbury and Central or South Wales, Stafford is also the point of union for the original main line, which, after leaving Rugby, extends through Coventry, Birmingham, and Wolverhampton, thus affording a direct route between the Midlands, Lancashire, and the North. Formerly a walled city with four gates and a Norman castle, it was a stronghold of importance, but suffered severe reverses at the time of the Commonwealth. It then resisted the Parliamentary forces, but, having been subjugated by Sir William Brereton, its defences were destroyed. The Castle, a portion of which is one of the principal remains of interest, adjoins the keep of a far older fortress, erected in 913 by a daughter of King Alfred.

The most striking building in Stafford is undoubtedly the collegiate church of St. Mary, with its many magnificent examples of successive styles in Gothic architecture. The imposing central tower, which rises to an octangular termination, is surmounted by richly-ornamented pinnacles, and forms a landmark for some distance. It was formerly surmounted by a spire, but this fell in 1593. The interior is capacious and handsome, with several stained windows, and an interesting series of ancient monuments. The old Norman church of St. Chad is a building of great antiquity, possessing many architectural beauties, and including an exceedingly fine west doorway, recessed and embellished with numerous mouldings.

The principal streets are Greengate and Eastgate. In the former are some remarkable timber dwellings, known as the "Old High House," which rise to a considerable elevation; and another building in Gaolgate Street is worth notice. In the Market Square is the Shire Hall; and very near, in Eastgate Street, the Borough Hall, a well-designed modern building in stone and red brick, covers a considerable frontage. It contains the Wragge Museum and Free Library. Stafford possesses two rivers, the Sowe and the Penk, both affording good fishing, as they should, this town being the birthplace of the famous Izaak Walton, of piscatorial memory. The Albrighton Hounds, and the North Staffordshire Hunt, afford good hunting over extensive country. The town is principally

occupied in the boot trade. Stafford owns excellent medicinal brine baths. A market is held on Saturday, and Wednesday is an early-closing day. The Post Office is in the Market Square.

Stafford station is supplied with a post office on the up platform, which transacts stamp, money order, and telegraph business; while pillar letter-boxes, bookstalls, and refreshment-rooms are on both platforms. Luncheon baskets can be obtained. It is a junction for Central and South Wales, also for Coalbrookdale, trains travelling *via* Wellington to Coalport, and *via* Shrewsbury to the Welsh coast. Connections are made with the "*North Staffordshire Railway*" to Stoke-upon-Trent and Macclesfield, also with the "*Great Northern Railway*" for Uttoxeter, Derby, Nottingham, Grantham, Lincoln, and the Eastern Counties. Hotels—The "*North Western*," the "*Swan*," and the "*Vine*." Press—*Staffordshire Advertiser*, *Staffordshire Chronicle*.

(For illustrations of Stafford, see Supplementary Pictorial Pages.)

Ere continuing our journey to the North, we will at Stafford join one of the many services which run from Birmingham and Wolverhampton *via* Norton Bridge and the "*North Staffordshire Railway*" to Stoke-upon-Trent, the capital of the Potteries. Here passengers may exchange trains for the loop line that affords communication with the chief pottery towns, or can join the branch services to Newcastle-under-Lyme and Leek. The main route from Stoke extends through Longport and Congleton—the latter famous for its vicinity to the gigantic hill of Mow Cop, and the interesting timber manor house of Moreton Old Hall—to Macclesfield and Manchester. As we have previously noticed the "*North Staffordshire*" road *via* Burton-on-Trent, Uttoxeter, and the Churnet Valley to Macclesfield (pages 65–68), and will subsequently describe the direct express route from Euston to Stoke-upon-Trent, Macclesfield, and Manchester, *via* Colwich (pages 343–4), we will now briefly speak of the direct services thence from the Midland Counties. Passengers from Liverpool travel *via* Crewe, and others from Manchester and Leeds *via* Stockport.

Leaving Stafford, we speed over the "*North Western*" main line until after passing GREAT BRIDGEFORD we come to NORTON BRIDGE. About four miles further we cross the Trent, also the Trent and Mersey Canal, and then pause at STONE, a small market town. We now run towards BARLASTON, and then reach TRENTHAM, which will be best remembered for Trentham Hall, the stately seat of the Duke of Sutherland. This palatial home of the Leveson-Gowers, which was erected after the designs of the late Sir Charles Barry, contains a valuable picture gallery, while the adjacent Italian gardens and finely-timbered park are remarkable for their beauty. Within a few minutes we now enter

STOKE-UPON-TRENT

(For Hanley, Burslem, Longport, Longton, Newcastle-under-Lyme, and Leek).

Fares from Birmingham—1st, 7/6; 2nd, 4/10; 3rd, 3/6.	Return—1st, 13/3; 2nd, 8/11; 3rd, 7/4.
" " Liverpool— " 9/6; " 7/2; " 4/0.	" " 16/3; " 12/3; " 9/3.
" " Manchester— " 6/3; " 4/3; " 3/11.	" " 10/9; " 8/-; " 5/6.
" " Leeds— " 12/-; " 9/2; " 6/2.	" " 20/-; " 15/6; " 12/4.

45 miles from Birmingham, 58 from Liverpool, 38 from Manchester, and 74 from Leeds. Having reached this busy manufacturing centre of North Staffordshire, we may remark that to write the history of Stoke-upon-Trent, and also that of its neighbouring towns, would be but to trace the century's development of the ceramic manufactures. While the many hundreds of works that here furnish employment for some sixty thousand skilled designers, artists, and artisans, are spread over an area of eleven square miles, in a form that has been fitly compared to one long street, the larger firms, with but few exceptions, are located in or near Stoke-upon-Trent. Some idea of the enormous production of pottery for which the district is celebrated may be derived from the knowledge that during a recent year the exports in connection with the foreign and colonial trade alone reached a value of £2,098,433, comprised in no fewer than 99,599 packages. Of this vast total the United States and Canada absorbed goods to the amount of £1,006,660, or nearly one-half of the sum stated; while additional consignments, valued at £263,000, were shipped to Australia and New Zealand.

Stoke, from its railway facilities and mercantile interest, rightly holds the first place in North Staffordshire, but the old town of Burslem claims to be known as the "Mother of the Potteries." Apart from the fact that here were located some of the earliest earthenware works of the country, its title may be considered to be peculiarly applicable when we recollect that at Burslem, in 1730, was born the illustrious Josiah Wedgwood, the good genius of the British ceramic interest. His truly national mission has been fitly commemorated by the erection of the Wedgwood Memorial Building, which was opened on the 26th of October, 1863, by the Right Hon. W. E. Gladstone. Adjoining Burslem is Hanley, a town of some sixty thousand inhabitants, now the most populous centre of the district. Longton, Cobridge, and Tunstall, are also prosperous seats of the potting industry. Seeing that we shall presently notice Stoke-upon-Trent itself in connection with the express route between London and Manchester, we will now only mention the chief of the many pottery firms which from the excellence of their products demand especial recognition, and may also be considered as most characteristic of the prevailing industry. It is only fair to remark that beyond those thus named there are several others whose art china and earthenware show-rooms attract numerous English, American, or Continental visitors.

Undoubtedly the premier position will always, both by right

and merit, be conceded to the firm that retains the time-honoured name of Josiah Wedgwood and Sons, the world-renowned creators of exquisite jasper work, china, and art tiles. *Etruria*, the well-known headquarters for the production of "Wedgwood" ware, may best be reached by one of the local loop-line trains from Stoke that bring us to our destination in three minutes. Once within the quaint precincts of the old works, which are of universal interest, owing to their associations with the great Staffordshire potter, we may, through the courtesy of the proprietors, inspect the contents of the two show-rooms. The collections which are grouped in the first apartment mostly consist of such choice fictile treasures as the reproduction of the celebrated Portland Vase, and other examples of art-modelling from the antique, for which the firm has been famed since the days when its founder worked in conjunction with John Flaxman, the famous sculptor. In the second room are numerous beautifully-moulded specimens of the modern potter's art, in fine china and earthenware, which prove both by their graceful contour and luminosity of colour that the name of "Wedgwood" is still synonymous with ceramic articles that are at once characterised by their utility, their beauty, and their permanence. During recent years the firm has undertaken the manufacture of high-class tiles. We may, in passing, remark that its exquisite productions were awarded a gold medal at the Paris Exhibition of 1878.

Returning to Stoke, we have now to speak of such a quartette of art china and earthenware manufacturers as can be found in no other town of Europe. We allude to Messrs. Minton, Limited; Messrs. T. C. Brown-Westhead, Moore, and Co.; Messrs. W. T. Copeland and Sons; and Messrs. Doulton and Company, who unitedly employ over 5,000 hands. From a most readable little pamphlet which has been issued by the first-named firm we learn that the present huge undertaking known as Mintons, Limited, was founded by Mr. Thomas Minton in 1793, but that his son, the late Mr. Herbert Minton, was principally concerned in the development of the business. For a long period the Mintons held the highest position as the manufacturers of English china, and their introduction of majolica work at the Royal Exhibition of 1851 and at the Paris Exhibition of 1855 created quite a sensation in ceramic circles. The exquisitely-arranged art porcelain, earthenware, and tile galleries which may be seen at the works are, perhaps, chiefly remarkable for the really marvellous examples of the pearly *pâte sur pâte* work which is exclusively produced for the house by M. Solon, late of the Sèvres Porcelain Works. A superb specimen of this unique decorative medium was the chief characteristic of the magnificent Jubilee Vase presented by the firm to the Queen in 1887. The prize awards gained by the Mintons include a gold medal at the

London Exhibition of 1851, and other distinguished honours. Not far distant, in the High Street, are the large pottery works owned by Messrs. W. T. Copeland and Sons, whose *specialité*, Parian statuary, has caused them to stand in the front rank of English potters.

It would be difficult to name a more interesting pottery tour than that which may be enjoyed by a circuit of Messrs. T. C. Brown-Westhead, Moore, and Company's well-known Caudon Place Works, especially if our visit receive its fit culmination in a walk round the handsome show-room, where may be seen some of the choicest examples of English china, porcelain, and earthenware. Here visitors may inspect many an exquisite *chef-d'œuvre* of the first ceramic masters. The firm was founded in 1774, by Job Ridgway. He was succeeded by his son, John Ridgway, under whose *régime* the business attained a high character. Indeed, amongst the chief exhibitors in the pottery section of the Great Exhibition of 1851 a notable place was occupied by John Ridgway and Company, who then exhibited 421 pieces of china and earthenware. But this record has been far surpassed by the present representatives of the firm, who not only entered the great Paris Exhibition of 1889 with 1,020 exquisite examples of the potter's art, but likewise gained for their magnificent china the Grand Prix, or chief gold medal, together with two other *collaborateurs* medals for their artists—an award as distinguished as it was unique in its class. Without doubt Messrs. Brown-Westhead, Moore, and Company's trade-mark, which verifies their "Caudon" china, earthenware, and sanitary pottery, is an all-sufficient guarantee for its excellence. Their numerous medals and other honours are meetly crowned by a special appointment as potters to the Queen. Last, but not least, we should allude to the exceedingly fine collections of art porcelain, china, and earthenware that may be viewed at the Nile Street Works, *Burslem*, which are owned by the firm of Messrs. Doulton and Company.

We should now turn our attention to the art-tile industry, which has assumed enormous proportions. Immediately adjoining the china works of Messrs. Mintons, Limited, are the spacious and well-appointed tileries which were here established by the late Mr. Colin Minton Campbell. Here we may see performed the various processes which are involved in the preparation of hand-made encaustic, patent dust-pressed encaustic, majolica, and mosaic tiles, amongst which copies after the antique—for ecclesiastical architectural purposes—are very noteworthy features. Many important contracts have been executed by the firm, which has been awarded medals at the exhibitions of Paris, Vienna, Dublin, and Melbourne. Some idea of its extensive operations may be gained when we state that some sixty tons of prepared clays are used weekly, and that about 150,000 tiles are during the same period passed through the

kilns. Closely allied to the Campbell Tile Company in the production of high-class tile work are Messrs. Minton, Hollins, and Company, the recipient's of numerous prize medals. Northward from Stoke extends a line through *Longport* and *Chatterley* to *Harecastle*, whence it diverges westward by *Alsager* to CREWE.

(For illustrations of Stoke and the Potteries, see Supplementary Pictorial Pages.)

Resuming our journey to the north of STAFFORD, we pass GREAT BRIDGEFORD, and come to NORTON BRIDGE, the point of divergence for Stoke and the Potteries. Through STANDON BRIDGE, we then reach WHITMORE. Two miles further the line is crossed by the "*North Staffordshire Railway*" from Stoke to Market Drayton, and another mile brings us to MADELEY, which is succeeded by BETLEY ROAD, not far from Crewe Hall, the noble Tudor mansion of Lord Crewe. After effecting a junction on the right with the "*North Staffordshire Railway*," and on the left with the "*London and North Western*" main line from Shrewsbury, Central Wales, South Wales, and the West of England, we enter

CREWE

(For *Chester, Liverpool, Manchester, Huddersfield, Halifax, Bradford, Leeds, Hull, York, and Newcastle-upon-Tyne*; also from the *North for Stoke-upon-Trent*; *Shrewsbury, Carmarthen, Tenby, and Swansea*; *Hereford, Newport, and Cardiff*; and via the *Severn Tunnel* to *Bristol* for the *West of England, Weymouth, and the Channel Islands*),

Fares—1st, 24/2; 2nd, 19/3; 3rd, 15/2. Return—1st, 46/3; 2nd, 34/0; 3rd, 26/4.

158 miles from Euston. Crewe is a modern town which owes its prosperity, if not its existence, to its connection with the British railway system. Formerly a small agricultural village, it has attained the dignity of a borough, with a mayor and corporation; and this rapid progress both in wealth and population can be traced to the foundation in 1843 of the "*Grand Junction*" engineering works, now known as the Crewe Works of the "*London and North Western Railway*." This colossal establishment, the largest of its kind in the world, has an enclosed area of 118 acres, 36 of these being covered with buildings. A narrow-gauge railway traverses the whole of the workshops, which are not only remarkable for their enormous production of steel rails, and other railway requisites, but also for their principal mechanical triumph, the "compound locomotive," one of the greatest engineering achievements of the century. The popularity of this deservedly-celebrated engine is mainly due to the persevering ingenuity of Mr. Francis William Webb, the Company's Chief Locomotive Engineer and Locomotive Superintendent, who has the entire direction of Crewe Works and their extensive ramifications. The finest type of its class is the "*Queen-Empress*," No. 3436, a sister engine to



THE "QUEEN-EMPRESS," LONDON AND NORTH WESTERN COMPOUND LOCOMOTIVE, NO. 3436.

the "*Greater Britain*." These imposing passenger locomotives, which are the most powerful engines of the day, are furnished with 7 ft. 1 in. high- and low-pressure driving-wheels, boiler 18 ft. 6 in. in length, and 156 tubes. The tenders are fitted with a tank of 1,870 gallons capacity, water pick-up apparatus, and storage for four tons of coal. Engine and tender have a total length of 54 feet, and weigh some 77 tons. Another and even later engineering achievement is the new eight-wheeled coal engine, No. 50, capable of largely increased haulage powers with a lower consumption of fuel. Nearly four thousand locomotives have been constructed at Crewe Works, which afford employment for some seven thousand men.

The town itself is wholly modern, and does not contain any feature of interest beyond the Early English parish church, which is a fine spacious building. The Market Hall, in Earle Street, is a large structure in the Grecian Doric style, and is lighted from the roof; while the Mechanics' Institution, the buildings of which adjoin the Town Hall, is commodious and well arranged. In the Market Place is the General Post Office. The Directors of the "*London and North Western Railway*" have presented a public park to the town of Crewe as a memorial of Her Majesty's Jubilee. The ornamental grounds, covering some forty acres, were

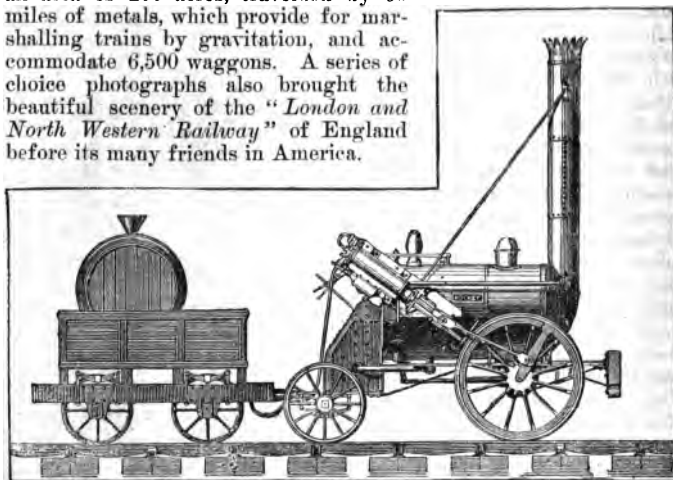
opened by the Duke of Cambridge on the 9th of June, 1888.

Crewe Station may be termed a traffic centre for the United Kingdom, seeing that, in addition to the main route from the South to the North, branch lines diverge *via* Shrewsbury for Central and South Wales; *via* Abergavenny and the Severn Tunnel to Bristol for Torquay, Plymouth, the West of England, and Weymouth; *via* Chester for North Wales, and to Holyhead for Dublin, Cork, Galway, and Belfast; *via* Acton Bridge for Runcorn, Liverpool, and the Isle of Man; *via* Stockport for Manchester and Buxton; and *via* Stalybridge for Huddersfield, Bradford, Leeds, York, Hull, and Newcastle-upon-Tyne; while the "*North Staffordshire Railway*" also communicates with Stoke and the Potteries, Uttoxeter, Burton, and Derby; and the "*Great Western*" with Market Drayton. Some six hundred trains daily pass through the station, which owns a steam locomotive shed capable of containing 140 engines. Main-line trains stay not less than four minutes. The platforms are provided with letter-boxes, a telegraph office, bookstalls, and refreshment-rooms. Luncheon baskets can be obtained. The chief hotels are the excellent "*Crewe Arms*"—which adjoins the railway station, and is under the management of the Company—and the "*Royal*." Press—*Crewe Advertiser*, *Crewe Chronicle*, *Crewe Guardian*.

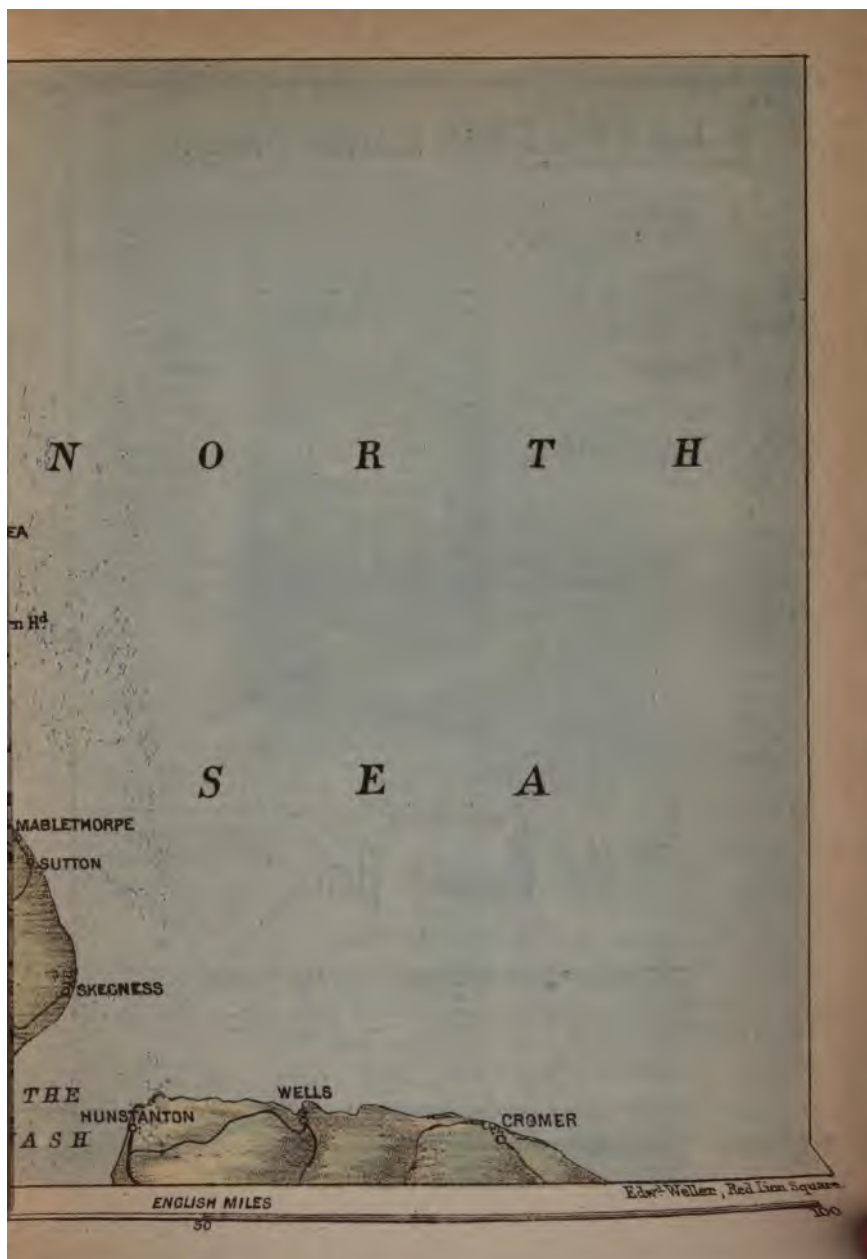


LONDON AND NORTH WESTERN EIGHT-WHEELED COMPOUND GOODS LOCOMOTIVE, NO. 50.

Visitors to the Transportation Department of the World's Fair at Chicago will doubtless recollect the full-size model of George Stephenson's famous engine "The Rocket," which stood upon a portion of the original track—composed of fish-bellied rails held in chairs upon stone sleepers—that extended from Liverpool to Manchester. In close juxtaposition was placed "The Queen-Empress," the sister to the "Greater Britain," which has attained a speed of over eighty miles an hour. This is a magnificent example of the powerful compound express passenger train locomotives which are daily used over the far-reaching metals of the "*London and North Western Railway*." Beneath this huge triumph of skilled mechanism was a section of the standard "*North Western*" permanent way of England, comprising bull-head steel rails, 90 lbs. to the yard, wooden sleepers with cast-iron chairs, and steel sleepers, on which is fixed the water trough, enabling the engine to take up its supply of water while going at full speed. Other highly-interesting features of the "*London and North Western*" exhibit were an English sleeping saloon, a composite carriage, and sundry signalling apparatus designed by Mr. F. W. Webb, also a model of Mr. H. Footner's gridiron sorting sidings at Edge Hill, Liverpool, that cover an area of 200 acres, traversed by 60 miles of metals, which provide for marshalling trains by gravitation, and accommodate 6,500 waggons. A series of choice photographs also brought the beautiful scenery of the "*London and North Western Railway*" of England before its many friends in America.



GEORGE STEPHENSON'S LOCOMOTIVE ENGINE "THE ROCKET,"



BANGOR

HAS DIRECT CONNECTION with London (Euston), the Midland Counties, Lancashire, Yorkshire, and the North. Frequent through carriages from London (Euston), Liverpool, and Manchester.



THE
ATTRACTIONS
OF
BANGOR,
AND
WHERE TO STAY.



THE MENAI SUSPENSION BRIDGE, NEAR BANGOR.

THE Cathedral City of Bangor possesses many attractions, chief amongst which are the well-known Telford's Suspension Bridge, Stephenson's Tubular Bridge, the Penrhyn Slate Quarries, the Castles of Penrhyn, Beaumaris, and Carnarvon; the Ogwen and the Idwal Lakes, and the Snowdonian range of mountains. Bangor is convenient as a centre for visiting the surrounding district, and delightful drives and excursions may be made by road or by rail to the Aber Waterfalls, Beaumaris, Beddgelert, Bethesda, Capel Curig, Carnarvon, Conway, Llanberis, Llanfairfechan, Penmaenmawr, and Llandudno.

THE BRITISH HOTEL.

BANGOR, N.W.

THIS HIGH-CLASS HOTEL IS MOST CENTRALLY SITUATED FOR VISITING THE BEAUTIFUL SCENERY OF NORTH WALES.

EXCELLENT CUISINE. TARIFF ON APPLICATION.

BILLIARDS, POSTING, AND STABLING.

THOMAS SLOWE, Proprietor.

For Bangor, see page 232.

THE ROYAL MAIL WEST COAST SERVICES BETWEEN ENGLAND AND SCOTLAND.

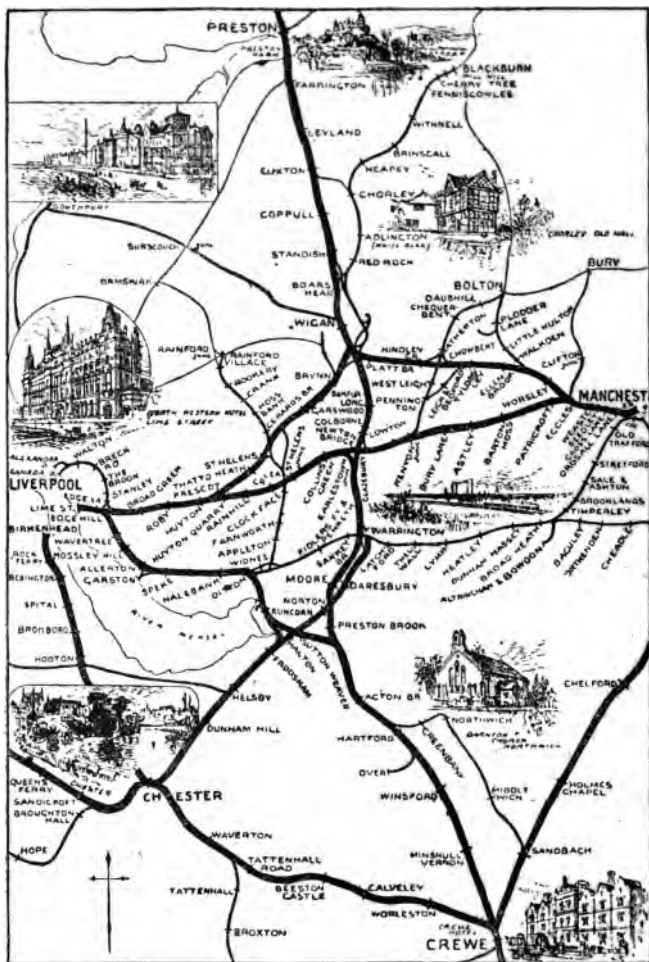
C.—CREWE TO WARRINGTON, WIGAN, AND PRESTON.
 QUEENSTOWN, DUBLIN, AND CHESTER TO PRESTON.
 LIVERPOOL, SOUTHPORT, AND MANCHESTER TO PRESTON.

CREWE TO WARRINGTON FOR WIDNES, ST. HELENS, AND BOLTON; ALSO FROM QUEENSTOWN, DUBLIN, HOLYHEAD, BANGOR, LLANDUDNO, RHYL, AND CHESTER TO WARRINGTON; AND TO WIGAN FOR SOUTHPORT, CHORLEY, AND BLACKBURN:—ALSO FROM LIVERPOOL (*Lime Street or Exchange*), ST. HELENS, SOUTHPORT, MANCHESTER (*Exchange or Victoria*) TO WIGAN AND PRESTON FOR LONGRIDGE, LYTHAM, ST. ANNES, BLACKPOOL, FLEETWOOD, BELFAST, LONDONDERRY, NORTH IRELAND, AND SCOTLAND.



OUR next stage will take us from Crewe to Preston, an important station on the "ROYAL MAIL WEST COAST ROUTE," where many of the Scotch day expresses pause to allow time for luncheons or dinners. Here, too, is the point of divergence for the salubrious watering-places of the Lancashire Fylde District, Lytham, St. Annes-on-the-Sea, Blackpool, and Fleetwood, whence passenger steamers sail to Belfast for North Ireland. One of the chief calling-places *en route* is Warrington, where passengers exchange carriages for Widnes, St. Helens, and Bolton, while others who have travelled from Ireland, North Wales, and Chester can join the through trains to Scotland. Another important stopping-point is Wigan, where the "West Coast Expresses" for Edinburgh Glasgow, Stirling, and the North, receive the through carriages that are despatched from Liverpool, St. Helens, and Manchester.

PROCEEDING on our journey to the North, we pass out of Crewe Station, leaving the Chester and Holyhead line on our left, and another on the right extending towards Manchester, Huddersfield and Leeds. After passing MINSHULL VERNON, we cross the Middlewich Canal and come to WINSFORD, one of the great centres of the salt district, situated on the course of the river Weaver. Proceeding over an embankment, we pass on the left Vale Royal, the residence of Lord Delamere. The Weaver here runs under the line, and flows away to the right. In a deep cutting is HARTFORD station, a junction for the WINSFORD



ROUTE MAP,—III. CREWE TO LIVERPOOL, MANCHESTER, AND PRESTON.

and OVER and WHARTON branch. The town of Northwich, with its well-known salt mines, is but two miles distant from ACTON BRIDGE, where trains may be taken to NORTHWICH. Very soon we approach Dutton Viaduct, a fine structure supported by twenty arches, and a quarter of a mile in length, commanding a charming view of the Weaver Valley. Moving onwards, we gain a glimpse of Aston Park, a beautiful seat nearly two miles to the left. The line for Liverpool by the way of Runcorn Viaduct here turns off in the same direction. PRESTON BROOK is remarkable for the confluence of the Trent and Mersey Canal with the late Duke of Bridgewater's Canal, which here pass through a tunnel. About a mile further, leaving the fine domain of Norton Priory on our left and Daresbury Hall to the right, we pass MOORE, and soon after crossing the Manchester Ship Canal we pause at

WARRINGTON

(For *Widnes, St. Helens, and Bolton*),

Fares—1st, 26/6 ; 2nd, 20/- ; 3rd, 15/1½. Return—1st, 53/- ; 2nd, 40/- ; 3rd, 30/3.

182½ miles from Euston. This busy manufacturing town on the banks of the Mersey was once a seat of the shipbuilding interest; but, owing to difficulties in the navigation, it has of late years found its principal support from the extensive wire-drawing works which abound in the vicinity. Another flourishing industry is the manufacture of iron, which employs a large number of hands. Neither must we forget the numerous tanneries engaged in the preparation of the heavier sorts of sole leather, nor its busy cotton mills, not to mention its output of tools, glass bottles, and soap.

The origin of Warrington dates to the time of the early Britons, who here occupied a town called *Waerington*, or "a fortified place." This subsequently became a Roman station, but nothing transpired of note until the time of the Commonwealth, when it was the scene of some severe fighting. At the present day it is mostly conspicuous for commercial enterprise. It can boast of having in 1756 published the first newspaper in Lancashire, and is also remarkable for having been the starting-point of the first stage coach in England. The Town Hall, formerly known as Bank Hall, was purchased by the Corporation, aided by munificent private donations. It is a fine old classical structure, standing in the midst of a pleasant park, which is devoted to public use, and commands exceedingly beautiful views. The Public Hall is to be found in Rylands Street, and the Free Library and Museum is in Bold Street. Warrington School was of considerable reputation for the headmastership of Aitkin, Priestley, and other eminent men. The parish church of St. Elphin, which has been rebuilt upon an ancient site, is an edifice of some pretensions, containing several stained windows and interesting monuments.

Warrington is a point where passengers from the South may exchange carriages for Widnes and St. Helens, and can by certain trains reach Bolton. Here, too, passengers from Queenstown, Cork, Waterford, Limerick, and Dublin—also those from Bangor, Llandudno, Rhyl, and Chester—can join the trains for the North. On the platforms are a letter-box, telegraph office, bookstall, and refreshment-rooms. The leading hotels are the “Patten Arms,” the “Norton Arms,” the “Lion,” and the “Woolpack.” (*Population*—52,742.) *Daily Press*—*Warrington Guardian*. *Weekly*—*Warrington Advertiser*, *Warrington Guardian*, *Warrington Examiner*, *Warrington Observer*.

(For illustrations of Warrington, see Supplementary Pictorial Pages.)

Amongst the local services that emanate from Warrington are those which afford access to Widnes, St. Helens, and Bolton. Our first journey over these branch lines will lead us *via* SANKEY BRIDGES and FIDDLERS FERRY AND PENKETH direct to

WIDNES.

Fares—1st, 27/6; 2nd, 20/9; 3rd, 15 7½. Return—1st, 55/-; 2nd, 41/6; 3rd, 31/3.

188½ miles from Euston. The important manufactures of soap, alkali, chemicals, oil, paint, cart-grease, copper smelting, and other kindred trades are carried on by the industrious population of Widnes, on the banks of the Mersey. The growth of this town has been greatly due to its situation, as a railway, river, and canal centre, to which raw materials in large quantities may be brought at the minimum of cost. In Victoria Road is the General Post Office. From Widnes a branch, known as the old St. Helens line, runs through APPLETON, FARNWORTH, CLOCK FACE, SUTTON OAK, and PEASLEY CROSS to ST. HELENS, a seat of the glass manufacture. *Press*—*Widnes Examiner*, *Widnes Guardian*, *Widnes News*.

Again departing from Warrington, we diverge from the trunk road a few miles northwards, and then run through EARLESTOWN by ST. HELENS JUNCTION, SUTTON OAK, and PEASLEY CROSS to

ST. HELENS.

Fares *via* Edge Hill—1st, 29/-; 2nd, 21/9; 3rd, 16/9. Return—1st, 58/-; 2nd, 43/6; 3rd, 33/6.
 „ Farnworth } 1st, 27/8; 2nd, 20/10; 3rd, 16/-. Return—1st, 55/-; 2nd, 41/6; 3rd, 32/-.
 „ or Collins Green }

209½ miles from Euston *via* Edge Hill, 195½ *via* Farnworth, and 192¾ *via* Collins Green. St. Helens is one of the many northern towns which, owing to its large industrial population, principally engaged in collieries, glass factories, and chemical works, is now the seat of a prosperous community. It is one of the chief centres of the plate, crown, and sheet glass manufactures. The fine Town Hall includes accommodation for the public library, reading-room, and assembly room. Cowley Hill Public Park is a remarkably

picturesque recreation ground. The General Post Office is in Church Street. The railway station is supplied with a letter-box and a bookstall on the up platform. Hotels—The “Raven” and the “Fleece.” (*Population*—71,288.) Press—*St. Helens Examiner*, *St. Helens Newspaper*, *St. Helens Reporter*.

Once more at Warrington, we must indicate the route followed by the trains that depart hence for Bolton. Rather further northwards than the St. Helens branch they bear away to the right towards KENYON JUNCTION. From this point they proceed to PENNINGTON—whence a short branch extends through LEIGH and BEDFORD to TYLDESLEY—and then run through WEST LEIGH, ATHERTON, CHEQUERBENT, RUMWORTH, and DAUBHILL to

BOLTON,

Fares—1st, 26/6; 2nd, 20/3; 3rd, 16/2. Return—1st, 52/-; 2nd, 41/6; 3rd, 32/1.

196 miles from Euston, 28½ from Liverpool, and 12 from Manchester. Bolton-le-Moors, a manufacturing and market town of ancient foundation, is famed for being the nursery of the national cotton manufacture, which has so marvellously grown and established a gigantic interest throughout the county of Lancashire. Long before Manchester had shown signs of its later development certain Flemish refugees had settled at Bolton, bringing their textile industries, which were at first carried on with woollen yarn, but soon advanced to an admixture of linen and cotton, until the latter eventually replaced the original fabric. Its Town Hall, an imposing Corinthian structure of fine proportions, comprises the grand Albert Hall and numerous municipal and local offices. The spacious Market Hall provides ample accommodation for the markets, which are held daily, the principal being on Monday, Thursday, and Saturday. Wednesday is an early-closing day. Other noteworthy buildings are the extensive Public Library and the Chadwick Museum and Art Gallery; while for educational advantages we should not overlook the ancient Grammar School, which has counted Ainsworth and Lempriere among its headmasters. The grand pile of St. Peter's Church, was rebuilt and richly decorated through private munificence. The General Post Office is in Bradshaw Gate Street. Bradford Park and the People's Park are designed as pleasure resorts for the people. Hotels—The “Swan,” the “Victoria,” and the “Commercial.” (*Population*—115,002.)

Daily Press—*Bolton Daily Chronicle*, *Bolton Evening Guardian*, *Bolton Evening News*. Weekly—*Bolton Chronicle*, *Bolton Weekly Guardian*, *Bolton Weekly Journal*.

Leaving WARRINGTON by the main line to the North, we cross the low-level route between Liverpool and Manchester, and see on

our left Bewsey Hall, once a seat of the Boteler family. Over the trees to the right rises the spire of Winwick church, a building of great antiquity, which is thought to cover the spot where in 642 fell Oswald, King of Northumbria, while fighting against the pagan hosts of Mercia. Then skirting the Sankey Canal, we speed by EARLSTOWN, NEWTON BRIDGE (*For Newton-le-Willows*), LOWTON, GOLBORNE, and BAMFURLONG, to

WIGAN

(*For Southport, Chorley, and Blackburn; also from the North for Liverpool, St. Helens, and Manchester*),

Fares—1st, 27/0; 2nd, 21/-; 3rd, 16/2. Return—1st, 55/3; 2nd, 41/0; 3rd, 32/4.

19½ miles from Euston. Wigan, an ancient market town near to the banks of the Douglas, is of great importance, owing to its situation in the coalfields of Southern Lancashire. It is a manufacturing centre for cotton goods, and contains large iron and brass foundries. Wigan was greatly involved in the Civil Wars of the Commonwealth, and, unfortunately for itself, espoused the Royalist cause. Twice in 1643 the King's forces, under the Earl of Derby, suffered defeat by the army of the Parliament, and on the latter occasion the fortifications of Wigan were razed to the ground. Eight years later it again espoused the cause of Charles II., but at the battle of Wigan Lane Colonel Lilburne, on the side of the Parliament, obtained a complete victory. The principal streets are Wallgate and Standishgate. All Saints' parish church is an imposing structure, containing several monuments, and its massive pinnacled tower forms a prominent object from the railway. The Market Hall and Borough Courts are both handsome and commodious erections of recent date. Neither should the Free Library, a fine Gothic building in Rodney Street, escape attention. The Royal Albert Edward Infirmary and Dispensary is a noble building, opened in 1873 by the Prince and Princess of Wales. Wigan Grammar School, which was founded in 1619 by James Leigh, occupies a new range of spacious buildings erected at Mesnes Park, an expanse of ornamental gardens forming a public promenade. The General Post Office is in Wallgate Street.

Wigan is an important junction for Chorley, Blackburn, and Southport; and is also the point where the Scotch expresses from Liverpool, St. Helens, and Manchester effect a junction with the main line to Edinburgh, Glasgow, Gourock, Perth, Dundee, Aberdeen, Inverness, and the Highlands. A wall letter-box, a refreshment-room, and a bookstall are on the up side, and a refreshment-room is on the down platform. The principal hotels are the "Victoria" and the "Royal." (*Population*—55,013.) Press—*Wigan Examiner, Wigan Observer.*

Before leaving Wigan for the North we should remark that passengers who here alight in order to travel over the "*Lancashire and Yorkshire*" system towards Southport are carried across the wide levels of West Lancashire, well watered by the river Douglas and the Liverpool and Leeds Canal. After passing *Gathurst*, *Appleby Bridge*, *Parbold*, *Hoscar Moss*, *Burscough*, *New Lane*, *Bescar Lane*, and *Blowick*, they reach SOUTHPORT (*St. Luke's Road*), and thence approach their terminus at *Chapel Street Station*. (*For the direct route to Southport, see page 334.*)

Another noteworthy service from Wigan affords the means of direct access to Blackburn. The track thither bears away to the right by *BOAR'S HEAD*, *RED ROCK*, and *WHITE BEAR* to

CHORLEY,

Fares—1st, 28/6; 2nd, 22/2; 3rd, 16/10½. Return—1st, 55/6; 2nd, 43/6; 3rd, 33/9.

202½ miles from Euston. Chorley, one of the smaller industrial towns of Lancashire, is chiefly remarkable for its connection with cotton-spinning, calico-printing, and the manufacture of muslin. It owns a handsome Town Hall and the ancient parish church of *St. Lawrence*. In the neighbourhood is *Astley Hall*, where *Oliver Cromwell* is said to have stayed in 1648 after his defeat of the Royalists. The General Post Office is in Market Street. At the station are a letter-box, a bookstall, and a refreshment-room. Hotels—The "*Railway*," the "*Queen's*," and the "*Royal Oak*." (*Population*—23,082.) Press—*Chorley Guardian*, *Chorley Standard*.

Leaving Chorley, we pass onwards to *HEAPEY*, in the neighbourhood of *Whittle Springs*, some celebrated alkaline waters rising from a great depth and supplying spacious baths. Close to the right are the rugged hills of *Wheelton* and *Withnell Moors*, while not far distant is *BRINSCALL* station, from which we pass by a deep cutting to *WITHNELL*. Nearing *FENNISCOWLES* we may see, some two or three miles to our left, the ancestral mansion of *Houghton Towers*, perched on a bold and richly-timbered crag. Then running by *CHERRY TREE* and *MILL HILL* we approach

BLACKBURN

(*For Clitheroe, Accrington, and Burnley*),

Fares—1st, 29/-; 2nd, 23/4; 3rd, 17/6. Return—1st, 56/6; 2nd, 45/6; 3rd, 34/8.

212 miles from Euston. Blackburn had a reputation, as early as 1650, for a cloth called *Blackburn checks*; but this was superseded by the greys, and these in their turn have given way to calicoes and other light cloths. In 1767 a weaver named *James Hargreaves* here invented the spinning-jenny, but, owing to popular indignation, he was driven from the county. Some forty or fifty years later the people of Blackburn availed themselves of his ideas, and embarked

upon the great field of cotton manufacture, now their staple trade. Robert Peel, grandfather to the great Sir Robert Peel, lived here, and was the first to introduce the Lancashire factory system, Blackburn being the scene of his experiment. It is an ancient town, situated at the foot of some wild high hills which command magnificent views. From the higher grounds of the splendid Corporation Park on Revidge Hill can be traced Preston, Fleetwood, Blackpool, Lytham, and Southport; also, on a clear day, passing vessels on the Mersey or out at sea. Amongst the more noteworthy buildings of Blackburn are the Town Hall, the Technical School, the Exchange—where a weekly yarn market is held on Wednesday—the Free Library and Museum, and the parish church. Darwin Street is the principal thoroughfare. The General Post Office is in Lord Street. Thursday is an early-closing day. Here passengers can join the "*Lancashire and Yorkshire*" services for *Burnley*, *Accrington*, and *Clitheroe*. A letter-box, a bookstall, and refreshment-rooms are to be found on the up platform. Hotels—The "White Bull," the "Old Bull," the "Bay Horse," the "Grosvenor," and the "Borough Arms." (*Population*—120,064.) *Daily Press*—*Blackburn Evening Express*, *Northern Daily Telegraph*. Weekly—*Blackburn Standard*, *Blackburn Times*.

Returning to WIGAN, and resuming our journey over the main line, we hasten onwards, with a view on our right of Haigh Hall, a seat of the Earls of Crawford, to STANDISH station, not far distant from Standish Hall, an ancient mansion memorable for its connection with the once celebrated "Lancashire Plot" for the restoration of the Stuarts. Passing COPPULL, and leaving Gillebrand Hall with the town of Chorley some two miles to the right, we run close to Euxton Hall, cross the Yarrow river, and sweep through EUXTON to LEYLAND, the seat of large cotton mills. Leyland Church, a Decorated English structure, contains in the Ffarington chapel a series of ancient memorials. Farington Church stands near to the river Lostock, which flows under the line and away to the right, where it presently joins the Ribble. After passing FARINGTON station, close to some extensive cotton mills, we leave the cutting, and run out on an embankment which affords a pleasing panorama of the great Lancashire town of Preston, situated on an elevated tableland, with a leafy background of timbered hills, interspersed with handsome villas. A magnificent feature of the landscape is the Ribble, here flowing through a vast expanse of country, while on the right is the imposing edifice of the Park Hotel, overlooking the exquisite grounds of the Miller and Avenham Parks. Speeding through the precincts of Penwortham, we cross the Ribble by an elegant viaduct, and enter

PRESTON

(*For Longridge, Blackpool, Lytham, Fleetwood, and Belfast*),

Fares—1st, 20/6; 2nd, 23/-; 3rd, 17/5. Return—1st, 37/6; 2nd, 43/-; 3rd, 34/10.

209 miles from Euston. Preston may be fairly considered to possess many natural advantages, chiefly owing to its situation near the beautiful valley of the Ribble, and to its surrounding expanse of picturesque countryside. Originally the home of some Saxon priests, but now a corporate town, Preston has received several successive tokens of regal favour, and claims no fewer than fourteen royal charters, extending from the twelfth to the present century. One of the most stirring periods of its history occurred at the time of the Commonwealth, when it became the scene of a severe struggle between the King and Parliament, the latter party obtaining a decisive victory in the great battle of Preston, fought near what is now known as Walton-le-Dale, on the 17th of August, 1648. All went well until 1715, when again Preston felt the horrors of civil war, it being for a time taken by the Pretender, but, the town having been invested by the King's troops, the Scots were forced to surrender.

Preston was the birthplace of Richard Arkwright, the inventor of spinning by rollers; while the later history of the town is closely identified with the development of its cotton manufacture, only hindered by the deep distress caused by the cotton famine of 1861-62, and the lamentable strikes which have occasionally paralysed its commerce. A relic of the past still survives in the celebration of the "Preston Guild Festival," which takes place every twenty years, and is the occasion of an old-time pageant with its accompanying festivities. The principal street is known as Fishergate, and amongst the public buildings that of the Town Hall certainly deserves pre-eminent mention. Erected in 1867, after designs by the late Sir Gilbert Scott, it is an imposing Gothic structure of Longridge stone, surmounted by a lofty central clock-tower rising to the height of 160 feet. Here, too, is located the Free Library. Other noteworthy buildings are the imposing classical elevation of the Harris Free Public Library and Museum; the Harris Institution, for technical instruction in science and art; the County Offices; the Museum; the Corn Exchange; and Preston Grammar School, founded in 1666. In addition to St. John's, the old parish church, there are numerous well-appointed places of worship.

Preston is remarkably rich in its provision for public recreation. Moor Park, which is about a mile distant, contains 100 acres, with a pleasant lake and extensive grounds; but the principal resorts are the Avenham and Miller Parks, which adjoin, and cover some 34 acres of beautiful sloping ground on the northern bank of the

Ribble, commanding an entrancing prospect over the far-stretching valley. The grounds, overlooked by the comfortable, yet imposing, Park Hotel, are laid out after a highly ornamental design, and embrace countless examples of picturesque landscape gardening. A market is held on Saturday, and Thursday is an early-closing day. The General Post Office is in Fishergate.

The railway station is one of the largest on the line, its main



THE PARK HOTEL, PRESTON.

island platform being 1,260 feet in length, with a width of 121 feet at its widest portion. This and two other platforms are connected by subways, and covered by an iron and glass roof, which extends over an area exceeding four acres. Here are a letter-box, a telegraph office, bookstalls, and refreshment-rooms. The Scotch day expresses remain at Preston for twenty minutes, in order that passengers may be enabled to dine. Hot dinners are provided at 2s. 6d. each—no fees. Luncheon baskets are supplied. By means of the direct "North to West Expresses" *via* the Severn Tunnel passengers may now travel from Preston to Bristol, Torquay, and Plymouth, where connections can be made with the fast trains of the "*Great Western Railway*" for the chief watering-places of

Cornwall; also *via* Taunton to Ilfracombe and to Weymouth for the Channel Islands. A branch line, mostly used for residential purposes, ascends from Preston through MAUDLANDS, DEEPPALE, and FULWOOD to GRIMSARGH and its terminus at LONGRIDGE, which occupies some of the highest land in the county. In this neighbourhood are Pardock Fells, Beeton Fells, Pendle Hall, and Tootel Heights. The principal hotels are the "Park Hotel," communicating with the station by a covered way, and under the joint management of the "*London and North Western*" and the "*Lancashire and Yorkshire*" railway companies; the "Victoria," the "Bull," the "Castle," and the "Shelley Arms." The "Alexandra" and "Cookson's" are temperance hotels. (*Population*—107,573.) Daily Press—*Lancashire Evening Post*. Weekly—*Preston Chronicle*, *Preston Guardian*, *Preston Herald*.

The chief branch services that emanate from Preston are those that traverse the Fylde District, a portion of seaside Lancashire chiefly remarkable for the watering-places of Blackpool, St. Annes-on-the-Sea, and Lytham, also for the little seaport of Fleetwood, whence steamers sail each weekday to Belfast. Ere continuing our journey over the main line we will briefly notice the more ancient features of the towns that are served by the trains to the coast. Soon after leaving Preston our train passes LEA ROAD for Cottam and Clifton, and thence runs by Salwick to KIRKHAM, a village remarkable for its handsome thirteenth-century parish church. Diverging here from the main route to Fleetwood, we bear away in a south-westerly course towards WREA GREEN, MOSS SIDE, and

LYTHAM,

Fares—1st, 50/6; 2nd, 25/-; 3rd, 13/3 $\frac{1}{2}$. Return—1st, 59/-; 2nd, 47/2; 3rd, 26/10.

224 miles from Euston. This pleasant, quiet, and aristocratic little watering-place occupies a sheltered site on the estuary of the Ribble. It may be described as one of the few seaside resorts which combine the relief of rural surroundings with the exhilarating breezes of the ocean. A levelled beach, affording a beautiful promenade and marine drive; an elegant pier some 900 feet in length, that abounds with comfortable seats; splendid public baths and assembly rooms; and a well-furnished Literary Institute, with reading, lecture, and billiard rooms, combine to offer all the attractions of the most fashionable localities. Turning inland, we may reach the beautiful Lowther Gardens, covering twelve acres, and containing an ornamental fountain. Admission to the magnificently-timbered park and grounds of Lytham Hall, the ancestral mansion of the Cliftons, can be obtained through a season ticket, which only costs one shilling, this sum being appropriated as a contribution to the funds of the Cottage Hospital. Beyond these

asphalted footway may be seen the distant hills of Westmorland and Cumberland, also the coast of North Wales. At intervals flights of steps reach down to the sandy shore. The North and South piers stretch far away to sea; the former supports a fine pavilion, accommodating 2,000 people, while the head of the latter possesses an open rectangular space of several thousand feet. Connecting the north and the south shores is an electric tramway. One of the leading attractions of the town is the recently-completed lofty Eiffel Tower, which commands grand marine views. Here, too, are the Winter Gardens, with their magnificent floral hall surmounted by an imposing dome; also the fernery, a marvellous combination of picturesque rock-work, water, and ferns. The Grand Pavilion; 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. Neither should we overlook the older place of amusement, Raikes Hall Gardens, which were commenced in 1871, and cover over 30 acres of highly ornamental grounds, including a spacious lake with every convenience for boating, a bowling ground, and croquet lawn. All the churches and chapels at Blackpool are of comparatively recent date, but one of the oldest is the parish church of St. John's. The principal streets are Talbot Road and Church Street; the more fashionable residential neighbourhood being known as Claremont Park. A splendid Bathing Establishment is situated in Upper Braithwaite Street, and the Prince of Wales Baths are on the beach. The General Post Office is in Church Street. The chief hotels are "Bailey's," the "Clifton Arms," the "County and Lane Ends," and the "Albion." Here, too, are the "Imperial Hydropathic" and the "South Shore Hydropathic" establishments. (*Population*—23,846.) Press—*Blackpool Gazette*, *Blackpool Graphic*, *Blackpool Herald*, *Blackpool Times*.

Returning to KIRKHAM, and resuming our journey towards Blackpool (*Talbot Road*) and Fleetwood, we soon run by Singleton station to Poulton, an ancient little town situated about a mile from the western bank of the Wyre, here spanned by Shard Bridge. Hotels—"Wardley's" and the "Shard." Diverging from the Fleetwood route, we leave Poulton and its parish church of St. Chad on our left, and travel onwards to BISPHAM, which lies rather further to the right than the intervening village of Carleton. On a hill to our left stand Layton convent and the ruined mill of Hoo. Within a few minutes we now enter "the Brighton of the North," and pause at the *Talbot Road Station of BLACKPOOL*.

Our northward journey from POULTON leads across a wide level of meadows and cornfields to CLEVELEYS, which is the nearest station within walking distance of Rossall School. Gradually

drawing nearer to the estuary of the Wyre, we at last skirt its wide expanse of water, and with a view of a huge grain elevator that adjoins the dock we approach

FLEETWOOD

(For Belfast, Londonderry, and the North of Ireland),

Fares—1st, 30/6; 2nd, 25/-; 3rd, 19/11. Return—1st, 59/-; 2nd, 48/6; 3rd, 37/5.

230 miles from Euston. Fleetwood is a small but rising seaport and watering-place upon the Irish Channel. It lies at the mouth of the Wyre, where are a modern harbour and a spacious dock, having several miles of railway on its adjoining quays. The large grain elevator is one of the finest which has been erected in England, and provides ample warehouse room for 30,000 tons of wheat. Since its foundation in 1836, Fleetwood has steadily progressed. At the present time it is the port for the fine steamers which sail in connection with special boat trains to and from Euston, affording—with the exception of Sunday—a daily direct service to Belfast. This "Royal Mail Route" supplies first-class express accommodation, the large and well-built boats making a quick and pleasant voyage. Their fixed course leaves the Isle of Man at the Point of Ayre on the south, while ahead to the north, on the Scotch coast, looms the Mull of Galloway, and farther westward can be traced the cliffs of county Down, marking the Emerald Isle. Soon clearing the points where at night the lights of Donaghadee and Copeland Island flash their lurid signals of warning, and passing the Bay of Bangor, the steamer enters Belfast Lough, skirting its pleasant coast and inland scenery until it reaches *Donegal Quay*, the landing-place for BELFAST, described at page 265. During the summer months the "*Isle of Man Steam Packet Company*" runs express boats from Fleetwood by the "Short Sea Route" to DOUGLAS, in the Isle of Man, the course thus adopted permitting passengers to join the vessels free from the inconvenience of crossing the town which is entailed by the journey *via* Liverpool. A fortnightly steamer service also affords access to LONDONDERRY.

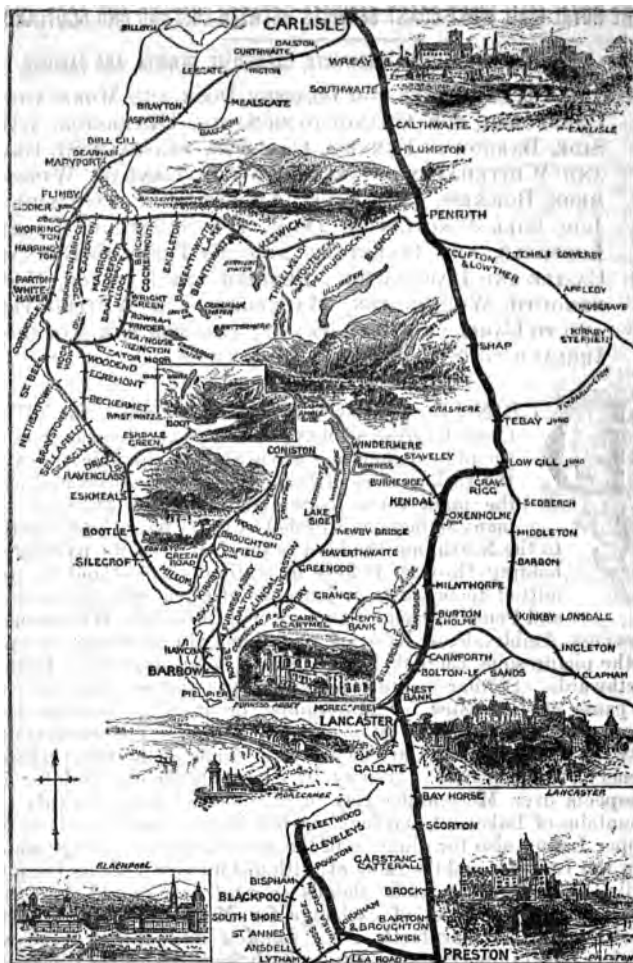
Fleetwood has a pleasant promenade, with ornamental grounds arranged on a slight eminence, and commanding a charming view. The Whitworth Institute, with its reading-room and library, is a valuable local institution. Fleetwood Barracks, which will accommodate 1,000 men, are situated at Euston and Hatment. Rossall School, well known as a modern centre for a first-grade education, is about two miles distant. The General Post Office is in Dock Street. At the new station—a well-appointed building—are refreshment-rooms and a bookstall. Hotels—The "Crown," the "Royal," the "Victoria," and the "Steamer." (Population—9,274.) Press—*Fleetwood Chronicle, Fleetwood Express*.

THE ROYAL MAIL WEST COAST SERVICES BETWEEN ENGLAND AND SCOTLAND.

D.—PRESTON TO LANCASTER, CARNFORTH, OXENHOLME, PENRITH, AND CARLISLE.

PRESTON TO LANCASTER FOR GLASSON DOCK AND MORECAMBE ; CARNFORTH FOR GRANGE-OVER-SANDS, ULVERSTON, LAKE SIDE, BARROW-IN-FURNESS, CONISTON, SEASCALE, ST. BEES, AND WHITEHAVEN ; OXENHOLME FOR KENDAL, WINDERMERE, BOWNESS, LAKE SIDE, AMBLESIDE, AND GRASMERE ; LOW GILL JUNCTION OR TEBAY FOR SEDBERGH, KIRKBY LONSDALE, AND INGLETON ; ALSO *via* TEBAY TO BARNARD CASTLE AND DARLINGTON : PENRITH FOR KESWICK, COCKERMOUTH, WORKINGTON, MARYPORT, AND WHITEHAVEN ; AND TO CARLISLE FOR SCOTLAND ; ALSO FOR THE NORTH OF IRELAND *via* STRANRAER AND LARNE.

URING the journey from Preston to Carlisle the "West Coast Expresses" may possibly pause at one or more of the railway junctions which afford communication with the various lines or branches that are associated with the main route to Scotland. Indeed, amongst the many attractions afforded by the "West Coast Route" to the North, not the least is the fact that its passengers holding through tickets to stations in Scotland are permitted to break their journeys at Carnforth, Oxenholme, and Penrith. Hence they may visit Lake Side, Windermere, Bowness, Ambleside, or Keswick, and thus gain a passing glimpse of the picturesque English Lake District, before travelling farther northwards. Similar conditions apply to passengers who may wish to pause at Lancaster for Morecambe, or at Shap, perhaps best known for its wide fells and mineral waters. The countryside between Lancaster and Carlisle comprises some of the finest railway scenery on the system. It may be especially commended for its prospects over Morecambe Bay or the Kent Valley towards the mountains of Lakeland, and for river-bits in the romantic vale of the Upper Lune ; also for glimpses of the wooded ravines through which flow the Lowther and the Eamont, with distant views of the Pennine Hills. Referring to traffic details *en route*, we should note that Lancaster is the point of exchange for Morecambe and Glasson Dock, while at Carnforth the "*London and North Western*" services effect important connections with the trains of the "*Furness Railway*" for Grange-over-Sands, a charming little winter health resort with a climate closely resembling that of Torquay ; Ulverston ;



ROUTE MAP.—IV. PRESTON TO WINDERMERE, PENRITH, AND CARLISLE.

Lake Side, the southern approach for Windermere, Bowness, and Ambleside; Furness Abbey, a most picturesque group of stately Cistercian ruins; Barrow-in-Furness, which has rapidly become a busy manufacturing centre and important seaport of Lancashire; and Coniston, which may be described as one of the most secluded and yet one of the prettiest waters in the region of Lakeland. Another small but delightful watering-place reached by the same route is Seascale, a rapidly-improving family health resort; also the colliery centre and seaport of Whitehaven. Through carriages for Barrow and Whitehaven are attached to certain trains from London, Liverpool, and Manchester. From Oxenholme Junction extends the direct "*London and North Western*" line to Kendal and Windermere, which is probably the most convenient centre for trips through the picturesque Lake Country. Here, too, tourists can join the coaches for Ambleside and Keswick, also the lake steamers at Bowness; while from Tebay are branches that respectively enter Darlington and Ingleton, celebrated for its limestone caverns and picturesque waterfalls. Westwards from Penrith stretches the railway that leads to Keswick—the favourite headquarters for the Cumbrian Lakes—Cockermouth, Workington, Maryport, and Whitehaven. Lastly, the Scottish expresses reach the city of Carlisle, celebrated for its castle and cathedral, also for its river scenery. Here the "*Caledonian Railway*" takes up the running towards Edinburgh, Glasgow, Gourrock, Stirling, Perth, and the Highlands. The extension *via* Dumfries communicates with Stranraer for the "Short Sea Route" to Larne, Belfast, and North Ireland.

AFTER leaving Preston we cross the Lancaster Canal, and approach BARTON AND BROUGHTON, which are succeeded by BROCK. Some three miles to the right are the Bleasdale Fells, to be distinguished by the lofty summit of Beacon Hill. Soon we cross the river Calder, on its course to the Wyre, and come to the station for GARSTANG AND CATTERALL. Here passengers by local trains exchange carriages for the "*Garstang and Knot End Railway*," which diverges on the left, and affords communication, *via* the ancient market town of *Garstang* and *Winmarleigh*, with *Pilling*.

Garstang church can now be seen on our left as we run towards SCORTON, a bright little village nestled in a valley at the foot of the Wyersdale Fells and Neckerton Hill. Still advancing, we cross the Wyre, and presently see the distant church of Cockerham on the left, while in the opposite direction rise the Dolphinholme and Wyerside Fells. From BAY HORSE we run into a long deep cutting which extends to GALGATE. About two miles to the left is Glasson Dock, a new port on the estuary of the Lune, which may be reached by railway from Lancaster. The Lancaster Canal still lies to the

left of the line, while on our right is the village of Ellel. Ere long we pass the noble buildings of the Ripley Hospital, and enter

LANCASTER, *Castle Station*

(*For Morecambe and Glasson Dock*),

Fares—1st, 34/-; 2nd, 25/3; 3rd, 19/4. Return—1st, 68/-; 2nd, 50/6; 3rd, 38/3.

230 miles from Euston. The county town of Lancashire is an important centre for agriculture, and various manufactures. Lancaster occupies a most healthful situation on the banks of the Lune, and is built over the sides of an eminence which commands a wide-stretching and beautiful prospect of luxuriant lowlands, bordered by the distant sea, while far away in another direction are the grey, fantastic mountains of Cumberland and Westmoreland.

The history of the town, although a Roman station, is not much known previous to the Norman Conquest, when it was bestowed, with the whole of the county, and some 398 English manors, upon Roger de Poitou, a favourite of the Conqueror. Here the wealthy baron established his castle on the summit of the hill, and lived in almost regal state; and thus it continued, with sundry additions, until the reign of Edward III., whose far-famed son, John o' Gaunt, received the title of Duke of Lancaster, and frequently resided within its fortress. Many and severe were the assaults which from time to time were made on its defences, but although occasionally forced, yet more often did they prove impregnable. During the Civil Wars of the Roses, Lancaster espoused the cause of the Red Rose, and, as may be expected, suffered most severely when the House of York was in the ascendant. Later on, during the long civil conflict between the King and the Parliament, the fair town was again the field of strife, but since those dark days Lancaster has enjoyed a peaceful existence. Its reverses of later years have rather been caused by the retrogression of its commercial prosperity, for although once the principal seaport of the county, with a trade far exceeding that of Liverpool, it has through the severity of modern competition fallen to a far subordinate position.

Pre-eminent amongst its buildings stands the massive castle with its noble portcullised gateway and Norman keep, the great Lungess Tower, rising some ninety feet and bearing a turret yet known as John o' Gaunt's Chair. The buildings are now used as a prison and seat of sessions. Next to the castle is the ancient parish church of St. Mary, a Gothic structure erected on the site of a Benedictine priory of the eleventh century. It contains some beautiful examples of oaken carving, supposed to have been rescued from Cockersand or Furness Abbeys, a fine series of stained win-



GATEWAY OF LANCASTER CASTLE.

dows, and several remarkable monuments. The other churches are good modern buildings apportioned to ecclesiastical districts. Lancaster Grammar School, established in the fifteenth century, if not earlier, has a widespread reputation, and can boast of such scholars as Professor Owen and the late Dr. Whowell. It now

occupies a special block of buildings, which have been erected during the present century in East Road.

Lancaster possesses in Ripley Hospital a noble institution for the education and maintenance of orphan children. It was founded and endowed by the munificence of a Liverpool merchant, once a native of the town, and provides accommodation for nearly 200 orphans. The building, which is a fine Early English structure of white sandstone, stands in its own grounds of some forty acres. The Royal Albert Asylum for Imbeciles is also a valuable philanthropic institution, occupying a magnificent Gothic structure which will contain 600 patients with the necessary staff, and is surrounded by an extensive park. This charity is open to imbeciles belonging to the seven northern counties, and owes its existence to private liberality aided by large contributions from the leading towns. The remaining public buildings of note comprise the Town Hall, the Custom House, and the Public Baths. At the corner of the Castle Hill is the Mechanics' Institute and School of Art, an imposing pile built by Sir Thomas Storey, and by him presented to the town in commemoration of the Queen's Jubilee. One of the favourite resorts is known as the Williamson Park, which is picturesquely laid out and commands fine views of the Lune Valley, and over Morecambe Bay towards the distant mountains of the Lake District. The General Post Office is at the corner of Church and New Streets. A corn market is held on Saturday, and Wednesday is an early-closing day.

Amongst the chief centres of industry in Lancaster are the extensive cotton spinning mills of Messrs. James Williamson and Son, and Messrs. Storey Brothers and Company, both of these firms being likewise manufacturers of American leather cloth and table baizes. The former is also celebrated for its output of floor-cloths, while the latter has introduced a new and artistic wall-decoration known as "Tectorium." Here, too, are the old-established cabinet works of Messrs. Gillow and Company, the railway-carriage and tramcar workshops of the Lancaster Waggon Company, Limited, and the Phoenix Foundry of Messrs. Sharpe, Simpson, and Company.

The *Castle Station* has a postal telegraph office, a wall letter-box, refreshment-rooms, and a bookstall, on the down platform. A short branch communicates with the new seaport of *Glasson Dock*, while another important service extends to *Morecambe*. The leading hotels are the "County," which is close to the railway station, and the "King's Arms." (*Population—31,038.*) Press—*Lancaster Gazette, Lancaster Guardian, Lancaster Observer.*

(For an additional illustration of Lancaster, see Supplementary Pictorial Pages.)

Quitting Lancaster, we pass the Castle and St. Mary's Church,

with the churchyard sloping down the hill, on our right, then cross the Lune river, and very soon note a short branch line which has a wayside station at BARE LANE. Its terminus on the seashore brings London, Leamington, Coventry, Birmingham, Wolverhampton, Walsall, Plymouth, Bristol, Cardiff, Hereford, Swansea, Shrewsbury, Chester, Stoke-upon-Trent, Crewe, Liverpool, St. Helens, Bolton, Warrington, Wigan, and Manchester, into direct communication with the attractive watering-place of



THE PROMENADE, MORECAMBE.

(From a photograph by Frith & Co., Reigate.)

MORECAMBE

(Euston Road Station),

Fares from London—1st, 34/6; 2nd, 25/7; 3rd, 19/5. Return—1st, 69/-; 2nd, 51/2; 3rd, 38/10.

236 miles from Euston; a small but favourite marine resort seated on the picturesque bay of Morecambe, surrounded by pleasant rural scenery, and famous for its salubrious sea air. Amongst the attractions that Morecambe offers to its visitors are an abundant provision for excellent sea-bathing, a prolific fishing-ground, and ample facilities for boating and yachting. Trips by steamer to the neighbouring coast resorts of Fleetwood, Blackpool, and Southport;

and sails across the bay to Barrow or to Grange, where coaches may be joined for Windermere, or whence excursions can be taken by the railway to the magnificent ruins of Furness Abbey, likewise furnish a charming variety of open-air enjoyment. The long sail to London-derry affords another opportunity for inhaling sea breezes.

Morecambe Bay, some fifteen miles in breadth, receives the waters of four rivers, including the silvery Lune from the Yorkshire dales, and the Keer; also the Kent and the Leven from the vales of Westmoreland. The distant prospects embrace a grand range of mountainous peaks, amongst which, on the north, are Conistoun Old Man, Scafell Pikes, Helvellyn, and Skiddaw. More eastward are the Yorkshire fells of Ingleborough, Penyghent, Bowfell, and Whernside; while southward are the Lancashire summits of Wyersdale and Pendle Hill. Inland are most charming rambles or drives, amongst which, within a few miles, are the quaint old mansion of Borthwick Hall, where Charles II. was once concealed; the pleasant recesses of Silverdale, where Mrs. Gaskell wrote many of her interesting tales; and the steep cliffs of Arncliffe Knott and Warton Crag, which from their lofty summits command magnificent prospects over land and sea. Another of the spots worth noting in the neighbourhood of Morecambe is the little village of Heysham, most picturesquely situated, and within the scope of a pleasant ramble. Here on a rocky knoll of red sandstone, overhanging the shore, is the ancient church of St. Patrick, which has stood ever since the eleventh or twelfth century.

Morecambe is mainly built in the form of a crescent, and contains some good modern residences. Adjoining the People's Palace and Aquarium, an imposing place of public entertainment, are spacious gardens and sea-water baths. The Regent Park, formerly known as the Summer Gardens, is attractively laid out, and contains a commodious pavilion. At the adjacent village of Heysham are the well-known Strawberry Gardens. From the Promenade, which is two miles in length, access can be had to the pleasure pier, a light and ornamental structure running out to sea for over nine hundred feet. Another favourite resort for visitors is the stone pier that overlooks the harbour, which accommodates a large fishing fleet, chiefly engaged in the mussel and trawl fisheries. The General Post Office is in Cheapside. The leading hotels are the "King's Arms," the "Midland," the "West View," the "Imperial," the "Crown," and the "Queen's." In West Morecambe is the West-leigh Boarding Establishment.

Weekly Press—Morecambe Times, Morecambe Visitor.

Returning to Lancaster, we resume our progress to the North, and after a run of some three miles, during which we skirt the

shores of Morecambe Bay, pass **HEST BANK**, the original junction for Morecambe, which is still reached by a limited number of trains in connection with the district north of Lancaster. Over the sandy shore we now perceive the Old Man of Coniston, Bowfell, the Langdale Pikes, Scafell Pike, and other well-known summits of the Lake mountains, as we pass **BOLTON-LE-SANDS**. About five miles ahead is **Arnside Knott**, a lofty round-topped hill towering above its surroundings. Several of the fast trains now pause at

CARNFORTH

(For *Grange-over-Sands, Ulverston, Lake Side, Furness Abbey, Barrow-in-Furness, Coniston, Seascale, St. Bees, and Whitehaven*),

Fares—1st, 34/-; 2nd, 20/-; 3rd, 19/8. Return—1st, 68/-; 2nd, 51/10; 3rd, 39/4.

236 miles from Euston. Here the "*London and North Western*" effects a junction with the "*Furness Railway*," which owns a capital of £6,430,066, and controls 139 miles of permanent way. Its chief stations are Grange-over-Sands, Ulverston, Lake Side for Windermere, Furness Abbey, Barrow, Coniston, Seascale, and *via* St. Bees to its terminus at Whitehaven. This route to the Lake District is described at page 199. At Carnforth are the smelting works and blast furnaces belonging to the Carnforth Hæmatite Iron Company, Limited. A post and telegraph office will be found on the up platform; while refreshment- and dining-rooms and a bookstall are on the down side. Hotel—The "Station."

Still travelling northwards, we pass on our left Warton Crag, a terraced headland of mountain limestone, and turning to the right perceive, some twenty miles away, the old beacon hill of Ingleborough, in Yorkshire, with a grand foreground of lofty fells. **BURTON AND HOLME**, the first station over the Westmorland border, is next passed, and still to the left stands the huge gray cliff of **Arnside Knott**, while **Farleton Knott** is on the right. After crossing the river Beela we come to **MILNTHORPE**, celebrated for its gunpowder manufacture. Within a short walk is **Heversham School**, an important foundation of the seventeenth century. A break amidst the great ranges of hills on our left reveals the white cliffs of **Whitbarrow Scar**, which is not far from

OXENHOLME JUNCTION

(For *Kendal, Windermere, Bowness, Lake Side, Coniston, Ambleside, and Grasmere*),

Fares—1st, 34/10; 2nd, 27/1; 3rd, 25/1. Return—1st, 69/8; 2nd, 51/3; 3rd, 41/6.

249 miles from Euston. This highly important station is well known to passengers by the express trains from London, Birmingham, Bristol, Cardiff, Liverpool, Manchester, Aberdeen, Edinburgh, and Glasgow to Kendal, and also to Windermere for Bowness, Lake Side, Ambleside, Coniston, and Grasmere, and other favourite centres

of the picturesque Lake District, which is described in greater detail at page 179. A pillar letter-box, a telegraph office, refreshment-rooms, and a bookstall are on the up platform.

Immediately after our departure from Oxenholme we see the Kendal branch bearing away to the left, in the same direction as Scouts Scar, a giant hill which rises before us as a fit introduction to the grand mountains of Westmorland. Spread out at its foot, and rising up the hillsides, is the gray-looking county town of Kendal, its church towers and buildings being bounded by the verdant scenery of the Kent Valley. The heights of Benson Knott and Docker Fell are now close to the line, and away to the left distance ranges of blue mountains rise in successive ridges behind the lower summits of the grass-covered hills. With a deep and wooded ravine on the left the express winds along the hillside, occasionally running through rocky or grass-covered cuttings, and by the Doclas Gill viaduct comes to GRAYRIGG, which takes its name from the adjoining fells, prominent amongst these being Whinfell Beacon, over fifteen hundred feet in height. Again looking to the right, we have a grand and diversified view over the verdant but broken Lune valley, dotted with tiny whitewashed or gray stone cottages, and bordered by the How Gill Fells of Yorkshire. Continuing our course through Westmorland, we speed along an embankment whence we may see the railway for Sedburgh, Kirkby Lonsdale, and Ingleton, which passes over an elegant viaduct of eleven arches, built with red Lazonby stone. LOW GILL JUNCTION—where some of the Ingleton trains are available—is shortly passed, merely requiring us to notice that the celebrated Black Force waterfall is within some three miles of the station.

From Low Gill to Tebay we travel through the wildly picturesque scenery of the Dillicar and Tebay Fells, which are watered by the silvery stream of the river Lune, that flows by a border of woodland through the depths of the valley, while on higher ground the remains can be seen of Castle Field, an old Roman station, that once defended the pass. About three miles from Low Gill the Borrow runs through the fells on the left, and not far from Borrow Bridge—where is some good fishing—crosses the line, and effects a confluence with the Upper Lune. A mile further, but unfortunately just hidden, is the beautiful Lune Bridge, with its rugged banks of blue rag intermixed with fern and wood or overgrown with verdure, while the river beneath rushes along a stony bed, its white foaming eddies and tiny cascades varied by deep silent pools abounding with trout and salmon. At the foot of some gigantic fells, known as Grayrigg Horse and Geoffrey Mount on the left, with the ridge of Roger How on the right, we reach

TEBAY JUNCTION

(For *Sedbergh, Kirkby Lonsdale, and Ingleton*; also for *Kirkby Stephen, Barnard Castle, Darlington, Durham, and Newcastle-on-Tyne*),

Fares—1st, 34/10; 2nd, 27/9; 3rd, 20/11. Return—1st, 69/8; 2nd, 55/6; 3rd, 41/10.

262 miles from Euston and 32 from Lancaster. Beyond its wild moorland scenery, excellent fishing in the Lune and the Borrow, and the remains of a Roman encampment, Tebay has not many attractions to offer to the tourist. Nevertheless it is a convenient place of exchange for those who may wish to travel eastward over the "*North Eastern Railway*" system towards Barnard Castle and Darlington, to the cathedral city of Durham, or to the busy port of Newcastle-upon-Tyne. But possibly its chief claims for our notice lie in its connection with the branch trains that penetrate the beautiful Lune Valley towards Sedbergh, and thence run by way of Kirkby Lonsdale to Ingleton, ever attractive for its wild waterfalls, curious caverns, and charming bits of river and woodland scenery. These services depart from Tebay station, which is provided with a letter-box and refreshment-rooms. At Tebay we can join a train proceeding to the Ingleton branch, and retracing our course as far as Low Gill Junction proceed through the romantic valley of the Lune. Soon we arrive at Sedbergh, a quaint little market town nestled in a valley surrounded by lofty fells. Its free Grammar School can claim an ancient foundation, with several Fellowships and Scholarships in connection with St. John's College, Cambridge. Amongst its pupils may be counted Professor Adam Sedgwick and Dr. Dawson. Agriculture and dairy work are the staples of the district. A corn market is held on Wednesday. The leading hosteleries are the "Bull," "Red Lion," and "White Hart." The rivers Rothay and Lune afford some capital fishing. Ere long we cross the Rothay, and follow its picturesque windings until it becomes merged with the Lune on the right, shortly before we reach MIDDLETON, and run towards Barbon Beacon, a giant fell standing to the left of BARBON station. The Casterton and Leek Fells rise on our left as we travel to KIRKBY LONSDALE, a little town pleasantly situated, and consisting of two leading streets, with a market place and a spacious parish church. Underley Park is the beautiful seat of Lord Beehive. Hotel—The "Royal." Just after passing Kirkby Lonsdale we see looming ahead the gigantic limestone summit of Ingleborough Hill, a broad area of fifteen acres, 2,361 feet above sea-level, and resting on a massive base of some thirty miles' circumference. Our destination is INGLETON (*London and North Western Station*), from which a magnificent viaduct of eleven arches, and eight hundred feet in length, carries the line over the wild valley of the Greta towards its junction with the "*Midland*"

system. At an elevation of one hundred feet we obtain a fine view of the deep gorge through which runs the broad rocky bed of the shallow river, just after its confluence with the waters of the Doe. The surrounding scenery is of the most entrancing description, comprising rocky caves terminating in strange chasms, while beautiful river-bits and waterfalls may be reached by romantic woodland and mountain paths. Good trout-fishing can be had in the rivers, and shooting over the moors. Hotels—The “Ingleborough,” “Wheatsheaf,” and “Blezard’s Temperance Hotel.”

Returning to the main line, and leaving **TEBAY**, our train is reinforced by a bank engine at the rear, and commences a steep climb to **Shap Summit**, nearly one thousand feet above sea-level, and over eight hundred higher than **Lancaster station**, being the most elevated point of the line between **England** and **Scotland**. Steaming on by a wide tract of heath-covered fells, we pass a low pillar, a few hundred yards to the left, that commemorates the **Queen’s coronation** on the 28th of June, 1838. In a hollow near some fir plantations is a large plain building, known as **Shap Wells**, famous for medicinal waters which possess both saline and sulphureous constituents, and are considered very similar to those of **Leamington**. A commodious hotel has been erected for the accommodation of visitors. Through a solid rock cutting, some sixty feet in depth, we reach **Shap Summit**, with its celebrated granite works on the left. The granite here polished has been largely used in the construction of several public works, including the **Thames Embankment**, the **Albert Memorial**, and many other important buildings in **London**, **Liverpool**, **Manchester**, and **Glasgow**. Skirting the bleak **Shap Fells**, we come to the straggling village belonging to **SHAP**, which is but a few miles from the **Lake District**—**Haweswater** and its surrounding mountains being within reach of pedestrians. Here are the ruins of **Shap Abbey**, a monastic foundation of the twelfth century.

With the peaks of **Kidsty Pike** (2,560 feet) and **High Street** (2,663 feet) prominent amongst the **Westmorland ranges**, which bound the left distance, we rapidly pass from the broad and wind-swept fells to the luxuriant pasture and arable land of an agricultural district, in the midst of which is the station for **CLIFTON** and **LOWTHER**. **Clifton** was the scene of a severe skirmish during the **Rebellion of 1745**, when the **Duke of Cumberland’s troops** here overtook the retreating forces of the **Young Pretender**. **Lowther** is chiefly remarkable for the magnificent domain of **Lowther Castle**, the principal seat of the **Earls of Lonsdale**. This imposing Gothic mansion, containing some fine wood carving, pictures, and other artistic treasures, stands within a beautifully-timbered park of several thousand acres. Looking to the right, we see the dark fir-

trees of Whinfell Forest, with their gray background of the Pennine hills; and pursuing our course along an embankment we reach a noble viaduct of six arches, which affords a road across the river Lowther. About a mile farther, as our train passes over a beautiful ravine formed by the Eamont, we gain, on the right, a glimpse of the park in which stands Brougham Hall, near to the remains of Brougham Castle. Away to the left are the mountains of the Helvellyn range, while farther ahead loom Saddleback (2,847 feet) and Skiddaw (3,058 feet). We now cross the Eamont, and enter

PENRITH

(*For Ullswater, Keswick, Workington, Maryport, and Whitehaven*),

Fares—1st, 3s/8; 2nd, 3s/6; 3rd, 2s/7. Return—1st, 7s/6; 2nd, 6s/3; 3rd, 4s/2.

281½ miles from Euston and 18 from Carlisle; a junction for the Keswick, Cockermouth, Workington, and Whitehaven branch, and also for the "*Eden Valley Railway*" to Appleby and Kirkby Stephen. Situated in a sheltered valley, at the foot of the Pennine hills, the beautiful lakes of Cumberland being within easy distance, Penrith is a most convenient and economical centre for tourists who desire to avail themselves of the many pedestrian or driving excursions that are within easy reach of the town. Its history cannot claim to have been very peaceful, for, owing to its vicinity to the Scottish border, it was the scene of many raids, and experienced all the vicissitudes of national history until 1745, when the retreat of the Young Pretender may be said to have closed its experience of military annals. Amongst its remains of antiquity are the ruins of its once lordly castle, originally erected by the Nevilles. Beacon Hill, a cleared space in the Inglewood Forest, commands a magnificent view and supports a lofty tower, where once flashed the lurid signals of fierce border warfare. A curious earthwork, known as King Arthur's Round Table, is near the town; and some Druidical remains, called Long Meg and her Daughters, are at Salkeld, a neighbouring village. St. Andrew's Church is a spacious structure of red sandstone, containing in its churchyard a colossal memorial, known as the "Giant's Grave." Amongst the leading seats of the neighbourhood are Greystoke Castle, Lowther Castle, Carlton Hall, Hutton in the Forest, Eden Hall, and Dalemain. A weekly market is held on Tuesday, and Thursday is an early-closing day. The General Post Office is in Post Office Square. At the station are a letter-box, a telegraph office, a bookstall, and a refreshment-room. The chief hotels are the "George" and the "Crown." (*Population*—8,981.) During the summer months a coach runs to Ullswater and the Lake District. Press—*Cumberland Advertiser, Penrith Herald, Penrith Observer.*

(*For an illustration of Penrith, see Supplementary Pictorial Pages.*)

after time, and likewise suffered severely during the Wars of the Roses and the struggle between the King and the Parliament. But the climax of its misfortunes occurred in 1745, after its surrender to the Young Pretender. Crowning the slope near the town is all that remains of the fine old castle. The Captain's Gate and the ancient Norman Keep are the chief relics of this once mighty stronghold. Carlisle Cathedral, founded at the same time as the castle, possesses many fine architectural features, the most noticeable being a magnificent east window, in which the exquisite Decorated tracery forms an almost unique example of its kind. Equally meritorious is its splendid stained glass. The handsome choir is superbly painted, and glows beneath the varied colours of many painted windows. In the north transept is a memorial window to the five children of the late Archbishop Tait. Among the most imposing buildings belonging to modern Carlisle are the circular Court Houses, built upon the site of the ancient citadel. The General Post Office is in Lowther Street. Surrounding the city is a district of beautiful lowland scenery, which is watered by numerous rivers, affording good salmon and trout fishing. Amongst residential seats are Rose Castle, Corby Castle, Crofton Hall, Rickerby Park, Holme Eden, Holm Hill, and Brayton Hall. A market is held on Saturday, and Thursday is an early-closing day.

The *Citadel Station* accommodates four southern railways—namely, the “*London and North Western*,” the “*North Eastern*,” the “*Midland*,” and the “*Maryport and Carlisle*”; also three northern systems, the “*Caledonian*,” for Glasgow, Paisley, Gourrock, Edinburgh, Stirling, Callander, Oban, Perth, Dundee, and Aberdeen; the “*North British*,” for Hawick, St. Boswell's, Kelso, Melrose, Galashiels, Eskbank, and Dalkeith; and the “*Glasgow and South Western*,” for Mauchline, Kilmarnock, and Ayr. By the direct “*North to West Expresses*” passengers may now travel from Carlisle via Shrewsbury, Hereford, and the Severn Tunnel to Bristol, where connections can be made with the “*Great Western Railway*” for Weston-super-Mare, Ilfracombe, Exeter, Torquay, Dartmouth, Plymouth, Falmouth, Penzance, and other towns in the West of England; also with the services to Weymouth for the Channel Islands. The through carriages from Euston to Stranraer for Larne and the North of Ireland are detached at Carlisle and forwarded via Dumfries. Here are letter-boxes, telegraph offices, refreshment-rooms, and bookstalls. The leading hotels are the “*County and Station*,” the “*Bush*,” the “*Central*,” the “*Crown and Mitre*,” and the “*Red Lion*”; also the “*Viaduct*” and “*Graham's*,” temperance hotels. Daily Press—*Carlisle Evening Journal*. Weekly—*Carlisle Examiner*, *Carlisle Journal*, *Carlisle Patriot*, *East Cumberland News*.

(For an additional illustration of Carlisle, see Supplementary Pictorial Pages.)

T

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A

E

ENGLISH MILES

50

Edw. Waller, Red Line

THE ENGLISH LAKES.

KESWICK.

THE BEST WAY
TO ENTER THE DISTRICT,
VIA PENRITH.

THE CHIEF ATTRACTIONS OF THIS ROUTE.



SKIDDAW, AND THE KESWICK HOTEL.
(From a photograph by Pettitt, of Keswick.)

EXCURSION TICKETS
FOR LARGE PARTIES AT SPECIAL RATES.

COCKERMOUTH, KESWICK, AND PENRITH RAILWAY.

P. THOMPSON, Secretary and Manager.



CONVENIENTLY SITUATED, CLOSE TO KESWICK STATION, IS

THE KESWICK HOTEL.

CONNECTED WITH KESWICK STATION BY COVERED WAY. STANDS IN ITS OWN GROUNDS.
LARGEST HOTEL IN THE DISTRICT.

Porters attend all Trains. Coaches from the Hotel to all parts. Conveyances, Boats, etc.

WILLIAM WILSON, Lessee.

SCENERY. Chief amidst charming scenery: Vale of St. John's, Threlkeld Vale, Borrowdale as seen from Castle Head and elsewhere, Vale of Newlands, Derwent Vale as seen from the Catbells, Bassenthwaite Lake, View from the Druids' Circle, Barrow Falls, Scale Force, and Aira Force.

MOUNTAINS. The principal mountains are Scafell Pikes, Helvellyn, Skiddaw and Latrigg, Grisdale Pike, Saddleback, and Glaramara.

LAKES. The chief lakes upon this route are Ullswater, Derwentwater, Thirlmere, Grasmere and Rydal, Bassenthwaite Lake, Buttermere, and Crummock.

STATIONS.

TROUTBECK, for Ullswater.

THRELKELD, for Thirlmere, Helvellyn, and Saddleback.

KESWICK, for Skiddaw, Derwentwater, Lodore Falls, Borrowdale, Honister Pass, Buttermere, Newlands, Scafell Pikes, Helvellyn, etc.

BRAITHWAITE, for Grisdale Pike and Barf.

BASSENTHWAITE, for Bassenthwaite Lake, Skiddaw, and Wythop Fells.

COCKERMOUTH, for Vale of Lorton, Crummock, Scale Hill, etc.

THE ROYAL MAIL WEST COAST SERVICES BETWEEN ENGLAND AND SCOTLAND.

E.—CARLISLE TO PEEBLES, EDINBURGH, AND LEITH.
CARLISLE TO GLASGOW, GOUROCK, AND GREENOCK.
CARLISLE TO DUMFRIES, BELFAST, AND LONDONDERRY.

CARLISLE TO MOFFAT; PEEBLES; CARSTAIRS; LANARK;
EDINBURGH (*Princes Street Station*) AND LEITH: CARLISLE
TO GLASGOW (*Central Station*), PAISLEY, WEMYSS BAY
FOR ROTHESAY; GREENOCK; AND TO GOUROCK PIER FOR
THE CLYDE AND HIGHLAND STEAMERS: AND CARLISLE TO
DUMFRIES, CASTLE DOUGLAS, KIRKCUDBRIGHT, NEWTON
STEWART, PORTPATRICK, AND STRANRAER FOR THE "SHORT
SEA ROUTE" TO LARNE, COLERAINE, PORTRUSH, LONDON-
DERRY, BELFAST (*York Road*), AND OTHER STATIONS IN
NORTH IRELAND.



TRAVELLING towards Edinburgh and Leith; to Glasgow, Wemyss Bay, Greenock, and Gourock; or to Stirling, Oban, Perth, Dundee, Aberdeen, Inverness, and the North Highlands by the favourite "Royal Mail West Coast Route," we shall continue our journeys over the far-reaching lines of the "*Caledonian Railway*." This popular system, which possesses an authorised capital of £46,003,688, controls some 991 miles of permanent way, extending across the salubrious Scottish Lowlands to the commercial capitals and seaports of Scotland, also through the romantic scenery of the West Highlands and Perthshire towards the Deeside, Ross-shire, and the cities of the far North. While the whole of the territory thus opened to tourists abounds with scenes of interest, the attention of travellers "in search of the picturesque" may well be directed to Moffat, a famous health resort; Peebles, a charmingly-situated town on the Tweed; Lanark, celebrated for the Falls of the Clyde; and to Gourock, as a most convenient pier for the Clyde and West Highland steamers. Other attractions of the "*Caledonian*" and its adjacent territories are the beautiful panorama of loch, wood, and mountain visible from the line that extends through Callander, Killin, Crianlarich, and Loch Awe to Oban; such delightful holiday centres as Blairgowrie, Dunkeld, Pitlochry, and Aberfeldy; the pretty watering-place of Nairn; and the attractive surroundings of Aberdeen, Ballater, Braemar, Inverness, and Strone Ferry. Speaking generally, the traffic falls into three divisions, viz., the two roads that respectively

diverge eastward and westward from Carstairs, while a third main line extends from Law Junction *via* Stirling to the West and the North. A fourth route from Carlisle is that which *via* Dumfries, Castle Douglas, and Newton Stewart affords access to Stranraer, the port of embarkation for the excellent passenger steamers that sail over the "Short Sea Route" to Larne, in connection with express services to Belfast and Londonderry. We now propose to notice the through routes from Carlisle to Edinburgh, Glasgow, and North Ireland, ere, in our next sub-section, we describe the direct road to Stirling and the North.

DEPARTING from Carlisle, we leave its cathedral and castle on our right, then cross the Eden, and soon pass ROCKCLIFF and FLORISTON, the last stations in England. The Esk is next crossed; and the station of GRETNA, close by the Sark—a little stream which at this place supplies the actual boundary between England and Scotland—reveals to us not only fair Caledonia, but the romantic precincts of Gretna Green. Fairly across the border, we speed on to KIRKPATRICK, and then skirting the picturesque Kirtle Water on the left, we reach KIRTLEBRIDGE, where a branch diverges to *Annan*. At ECCLEFECHAN in 1795 was born the famed Thomas Carlyle, and here, too, on a bleak February morning in 1881, he was laid to rest in his last long sleep. After crossing two or three small tributaries of the Annan we approach the station for LOCKERBIE, where passengers can join the trains that run through LOCHMABEN, SHIELDHILL, AMISFIELD, and LOCHARBRIGGS to the important town of DUMFRIES, which is described on a succeeding page in connection with the route from Carlisle to Stranraer. Not far from Lockerbie is Brick Hall, once connected with Robert Paterson, the original of Scott's "Old Mortality." Still hastening northwards, we cross the Dryfe Water, pass NETHERCLEUGH, near which is Jardine Hall, then run by DINWOODIE, which is succeeded by WAMPHRAY. Presently we gain on our right a glimpse of Moffat, with its background of lofty hills, amongst which Hartfell (2,635 feet) is pre-eminent. Steaming onwards, we span the Annan, and soon arrive at BEATTOCK, at the foot of the Evan Valley, where passengers exchange carriages for the services to

MOFFAT,

Fares from Euston—1st, 47/6; 3rd, 27/8. Return—1st, 92/10; 3rd, 54/8.

342 miles from Euston. Moffat is one of the favourite spas of the Lowlands, and celebrated for its sulphuretted water, which, although most unpleasant to the taste, is exceedingly clear, and considered highly beneficial for certain disorders. Excellent grouse-shooting

can be had on the moors; the Annan, Evan, Kinnel, and Moffat offer good salmon and trout fishing; and the lofty heights of the Hartfell mountains present many attractions to those fond of climbing. It affords many facilities for coach excursions amongst the surrounding scenery, of which the more remarkable features are the



HARTFELL, NEAR MOFFAT.

(From a drawing by Mr. W. E. Gillies.)

waterfall of "Grey Mare's Tail" and the neighbourhood of St. Mary's Loch, whence we may extend our drive through the romantic valley of the Yarrow towards the ancient town of Selkirk. At Moffat are the "Buccleuch Arms," the "Annandale Arms," and the Moffat Hydropathic Establishment. Press—*Moffat Times*.

Enjoying a fine prospect through the Moffat valley, we now start on a steep ascent to Beattock Summit, 1,010 feet above the sea-level. After spanning a beautifully-wooded glen we speed onwards by the spacious park of Auchen Castle, while deep in the pass

to our right the Euan water rushes between its rocky and tree-lined banks, here clothed with a wealth of ferns and foliage. For many miles our course is bounded by lofty and bleak fells, forming a heathery valley, through which extend the railway, the highroad, and the river. Presently we emerge on a wider tract of country, and



PEEBLES, FROM THE TWEED.

(From a photograph by Messrs. Valentine & Son, Dundee.)

after a run of fourteen miles pass ELVANFOOT, a station on the Lowther Hills, which have kept to our left since leaving Beattock. The river Clyde, so celebrated for its picturesque falls, now appears on our right, where, too, we soon see the ruins of Crawford Castle, once connected with the brave Sir William Wallace. ABINGTON is succeeded by LAMINGTON, a station near to the gigantic mass of Tinto Hill (2,300 feet), on which are Druidical remains. From SYMINGTON a branch, diverging eastward, extends by COULTER, BIGGAR, BROUGHTON, STORO, and LYNE to



THE FALLS OF THE CLYDE.

PEEBLES,

Fares from Euston—1st, 54/9; 3rd, 31/2. Return—1st, 104/9; 3rd, 60/5.

395 miles from Euston and 19 from Symington. The ancient little town of Peebles, well known as the birthplace of those enterprising publishers William and Robert Chambers, is most pleasantly situated on the banks of the Tweed, which here flows through the charmingly-wooded and hilly countryside of Peeblesshire, a county that is not only rich in rural scenery and border lore, but from the extent of its well-stocked waters has ever proved attractive to anglers. Its chief public building is the Chambers Institution, where are collections in literature, antiquities, and art; the whole being due to the munificence of the late Sir William Chambers. Not far distant are the ruins of Neidpath Castle. Here are good hotels and the excellent "Peebles Hydropathic Establishment." (*Population*—4,704.) Press—*Peeblesshire Advertiser*.

Continuing our journey from SYMINGTON, we clear THANK-ERTON and the ruined tower of Fatlip's Castle ere we speed on to

CARSTAIRS JUNCTION

(For Lanark, Ayr, and Dolphinton; Edinburgh and Leith; Glasgow, Greenock, and Gourock; and Stirling, Oban, Perth, and the North),

Fares from Euston—1st, 52/10; 3rd, 30/4. Return—1st, 101/9; 3rd, 58/11.

372½ miles from Euston. This important junction station on the "West Coast Route" is perhaps best known as the point where a bifurcation of the main line affords two through roads respectively leading to Edinburgh and Glasgow; while it is also a fresh point of departure for the services to the North that travel *via* Law Junction and Stirling to Perth, Inverness, and Aberdeen. From Carstairs a line affords access to *Cleghorn* and LANARK; and thence *via Sandilands, Ponfeigh, Douglas, Inches, and Glenbuck* to MUIRKIRK for AYE. Another branch extends *via Bankhead, Newbigging, and Dunsyre* to DOLPHINTON. At the station are a letter-box, a telegraph office, a bookstall, and refreshment-rooms. Hotel—The "Carstairs Junction." A branch service leads to

LANARK,

Fares from Euston—1st, 53/8; 3rd, 29/8½. Return—1st, 103/-; 3rd, 59/5.

377½ miles from Euston. Lanark, the old county town of Lanarkshire, is picturesquely situated on rising ground overlooking the valley of the Clyde, and not far from New Lanark, a hamlet still remembered for the social experiments of Robert Owen. Amongst attractions for tourists are several pleasant walks, drives, and extensive views; but the crowning features of its scenery are supplied by the celebrated falls of the Clyde, respectively known as Bonnington

Linn, Cora Linn, and Stonebyres Linn, all of which are within a short distance, and may be reached by excursions from the hotels, which include the "Victoria" and the "Clydesdale." Other attractions of the district are Cartland Crag and the ruins of Craignethan Castle. (Population—4,579.) Press—*Lanarkshire Examiner*.

Returning to CARSTAIRS JUNCTION, and resuming our journey to the romantic capital of Scotland, we pass through a wide agricultural district bordered by the Pentland Hills and served by the small stations of CAENWATH, AUCHENGREAY, COBBINSHAW, and HARBURN, just beyond which we gain a glimpse of Arthur's Seat. After clearing MIDCALDER, CURRIE HILL, KINGSNOWE, SLATEFORD, and MERCHISTON, we soon draw near a mass of houses, with Donaldson's Hospital standing prominently to the left, and within a few minutes pause at

EDINBURGH,

Princes Street Station.

Fares from	1st.	5th/6.	3rd.	32/8.	Return—1st.	100/6.	3rd.	62/8.
Birmingham—	41/0	24/-	106/6	61/2	83/6	45/7		
Bristol—	56/-	30/10	106/6	61/2	83/6	45/7		
Liverpool—	35/11	18/3	106/6	61/2	83/6	45/7		
Manchester—	35/-	18/5	106/6	61/2	83/6	45/7		
Dublin—	53/-	25/5	106/6	61/2	83/6	45/7		



ARMS OF EDINBURGH.

100 miles from Carlisle and 394 miles from Bristol. Edinburgh is most picturesquely situated at the foot of a grand amphitheatre formed by rocky hills. From their lower slopes a mass of old-world buildings, rich with historical traditions, extend towards the stately and symmetrical structures of later days, which are grouped in streets and squares that spread over the wide plain bordered by the blue waters of the Firth of Forth. Towering above the deep ravine which is verdant with

the ornamental lawns of Princes Street Gardens, and is spanned by various bridges, rise the noble Castle Rock, 500 feet above the sea,

Edinburgh.

EDINBURGH

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THE CASTLE AND THE SCOTT MONUMENT, EDINBURGH.
(From a photograph by Valentine of Dundee.)

THE ATTRACTIONS OF EDINBURGH

AND WHERE TO STAY.

EVERYONE who is contemplating a journey to the North should arrange for a visit to Edinburgh, the fairest and most picturesque City in the Kingdom. The ancient Castle and ruins, the Cathedral and churches, the historic palace of Holyrood, the well-kept Gardens, the surrounding hills, the Forth Bridge, the handsome thoroughfares, and the transcendent scenery, go to make a prospect that will for ever be impressed upon the memories of those who have surveyed it.

WHERE TO STAY.

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For Edinburgh, see page 126.

EDINBURGH.



THE SCOTT MONUMENT, EDINBURGH.

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The Royal Route to the Highlands *via* Aberdeen.

Tourists and other Passengers to INVERNESS and THE NORTH can travel by the picturesque

MORAY FIRTH COAST LINE

via ELGIN, which affords direct access to the fishing district of BUCKIE. Tourists for Inverness and the North can break their journey at ABERDEEN, ELGIN, NAIRN, or any station on the Route.

Fares and Rates *via* Aberdeen same as those *via* Dunkeld.

Tourists can travel *via* Aberdeen and return *via* Dunkeld, or *vice versa*.

FOR CONDITIONS, SEE OFFICIAL TIME TABLES.

THE ROYAL DEESIDE ROUTE

Passes through the most charming scenery, probably unrivalled in any part of Scotland, and the district traversed affords a great variety of recreative amusements for the Tourist in FISHING, MOUNTAINEERING, COACHING, &c.

'RAINS RUN IN CONNECTION with the "ROYAL MAIL WEST COAST ROUTE."
ASK FOR TICKETS *VIA* ABERDEEN.

For "Great North of Scotland" stations, see pages 174 to 178.

Calton Hill, Salisbury Crags, and the renowned summit of Arthur's Seat. Each of these elevations has its own peculiar attractions as a view-point, but many enchanting glimpses of the Scottish capital may also be gained from the more distant heights—such, for instance, as the prospect from Blackford, which inspired Scott's graphic lines on his native city:—

“Whose ridgy back heaves to the sky,
Piled deep and massy, close and high,
Mine own romantic town.”

Before entering upon a tour through the many scenes that here claim our deepest interest, we should remark that the Scottish capital has long been identified with many leading personalities in the fields of literature, art, law, and medicine. Most unfortunately the limitations of our space forbid more than a passing reference to a fact which admits of abundant verification.

In describing Edinburgh we must first remark the natural division which is supplied between its ancient and its modern portions by what was once the valley of the North Loch, but is now laid out in the beautifully ornamental grounds known as Princes Street Gardens. These adjoin Princes Street, a wide and magnificent thoroughfare, universally acknowledged to be the finest street-site in Europe. After traversing its length from west to east we turn to the right, close by the Post Office, then cross the North Bridge, and find ourselves in the quaint High Street of Old Edinburgh, and near to the Tron Church, to be distinguished by its projecting beams. On our way to the Castle we skirt the well-known area of Parliament Square, where is the magnificent Gothic Cathedral of St. Giles, a building which for several hundred



THE PALACE OF HOLYROOD, AND ARTHUR'S SEAT.

- years has been associated with the varying religious feeling of Scotland. Once a Collegiate Church with forty altars and swarming with ecclesiastics, by a strange transition, it thundered with the bold preaching of honest John Knox; later on it became dismantled by Reformers, and even reduced to secular purposes; then again, in 1637, crammed with an excited crowd averse to the compulsory reading of the English Liturgy; until 1643, when here met the Parliament, the General Assembly, and the English Commissioners for the memorable signing of the Solemn League and Covenant. But all these stirring scenes are now over, leaving a grand edifice, which has been subject to a very complete and harmonious restoration, mainly owing to the princely munificence of the late Dr. William Chambers, and it is now occupied as a place of worship by the High Kirk congregation. Its greatest treasures are in the remains of many a great and good Scotchman who lies interred within the church or its precincts, notably the noble Marquis of Montrose, and the good Regent Murray; while in the Parliament Square, once the churchyard, under a stone inscribed "J. K., 1572," rests John Knox, "who never feared the face of man."

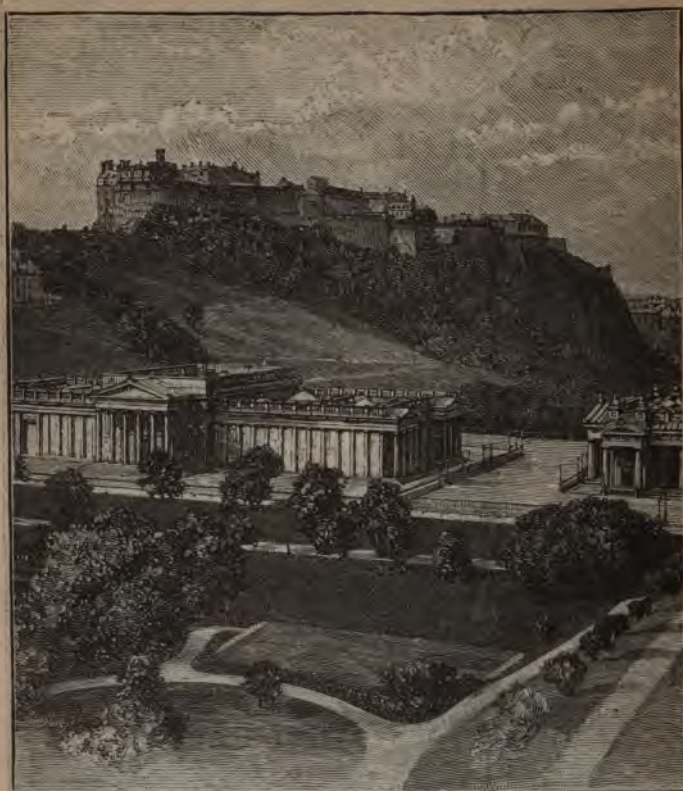
In Parliament Square, too, stands a fragment of the old City Cross, originally in the High Street, and once the centre for State proclamations and the recognised haunt of scholastic and commercial Edinburgh. Neither can we overlook the Parliament House, with its oaken hall of fine proportions glowing with the tints of stained-glass windows, and rich not only in statuary and pictures, but far more in the traditional glories of the once-powerful Scottish Parliaments. In the building is the splendid and extensive Advocates' Library of some 260,000 volumes, with valuable MSS., relative to Scottish history and literature. The site of the City Tolbooth, or "Heart of Midlothian," will be found marked by stones set, in the form of a heart, into the pavement of the adjoining County Square.

By a short digression we may reach the narrow tortuous wynds, mysterious closes, and endless-storeyed houses of the Cowgate or "Coogate," to use the local vernacular. And from here it is but a step to another contrast in Chambers Street, a new and wide thoroughfare containing the spacious University Buildings, with the Industrial Museum in proximity. Close at hand, too, is the churchyard of Greyfriars, where we recall the stirring scenes of 1638, when, on a tombstone surrounded by deeply earnest crowds, the Solemn League and Covenant was signed, many in their fervour of excitement inscribing their names with their blood. The imposing dome-surmounted building is Heriot's Hospital, endowed for educational purposes by George Heriot, once jeweller to King James VI., and rich with the accumulated wealth of centuries.

From the haunts of scholars we again turn to incidents of the



PRINCES STREET, EDINBURGH, FROM CALTON HILL.
(From a photograph by A. A. Inglis.)



EDINBURGH CASTLE.

(From a photograph by Mr. A. A. Inglis, Edinburgh.)

past, recalled by the venerable square of the Grassmarket, with its sad associations as the scene of public executions, and the spot of martyrdom for hundreds of the before-named Scottish Covenanters. Here also was the stormy tumult of the Porteous riots in 1736, when a frenzied populace administered its own law. About two hundred yards further is the Lawnmarket, once used by sellers of linen, and now thick with adjacent courts and closes, where may be

found houses as old as the sixteenth century, once tenanted by such men as Boswell, Burns, and Hume.

At last we reach the Castle Hill, and after passing the Victoria Hall, used by the General Assembly, a Gothic structure with a lofty spire, also the Free Church Assembly Hall, we enter the massive fortifications of the Castle, and, proceeding to its highest platform, gaze over the marvellous panoramic expanse of beautiful Edinburgh. The city, spread as a map at our feet, is dotted with many a noble building, supported on the right by the rocky ridges of the ancient



EDINBURGH, FROM THE CASTLE ROCK.

(From a photograph by Mr. A. A. Inglis, Edinburgh.)

city, and bordered by Leith and the wide waters of the Frith of Forth, against which rise the grey hills of Fife, while to the left tower the distant Highland mountains, Ben Ledi and Ben Lomond being the most conspicuous. Standing beside us is a gigantic piece of old-fashioned ordnance known as Mons Meg, dated 1486, and used at the siege of Norham Castle. The pride of Scotchmen, it was for a time lost to the city and removed to London; but, through the influence of Sir Walter Scott with George IV., was graciously restored to its original locality.

The oldest part of the Castle is a little oratory known as St. Margaret's Chapel, so named from its foundress, the good Queen Margaret, wife of Malcolm Canmore. Queen Mary's room is one of many associated with her memory, but this is remarkable for the birth of James VI., the little infant being afterwards lowered from the precipitous castle rock in a basket, and for greater safety

conveyed to the royal castle of Stirling. In the Crown Room may

be seen the Scottish Regalia, once hidden in the wild fastnesses of Dunottar Castle, then for many years stowed away in an oaken chest, whence they were removed to their present position.

Retracing our steps through the historical scenes of the High Street and Canongate, we pass the house of John Knox, and what were once the homes of the proud Morays, Montroses, Argyles, and other noble families, noting here and there many a timber house with quaint inscriptions, until we reach the Palace and abbey of Holyrood, the latter owing its foundation to the miraculous deliverance and subsequent vision of David I., and the palace being added as a favourite hunting resort by James V. Of the Abbey little remains beyond the ruins of the Chapel Royal, which consist of some magnificent Gothic architecture. Turning to the Palace, the scene of so many strange and thrilling episodes, with



THE SCOTT MONUMENT, EDINBURGH.

(From a photograph by Valentine and Son, Dundee.)

their romantic contrasts and changeable results, we remember especially its sad association with the beautiful but unfortunate queen, Mary Stuart. The principal apartments of interest are the Picture Gallery, Lord Darnley's room, and Queen Mary's apartments,

containing many interesting remains. Here are the Audience Chamber, where the queen disputed with John Knox, the Bed Chamber, and two other rooms of smaller dimensions, where occurred the tragic incidents connected with the ill-fated Rizzio. Close to the Palace are the Queen's Park and the beautiful Queen's Drive.

Proceeding towards the new town by way of Abbey Hill and Regent Road, we pass the High School, nearly opposite which is the Burns' monument. A little farther leads us to Waterloo Place, from which we ascend to Calton Hill, commanding a fine view. On its summit are two observatories, an unfinished monument of the Peninsular War, and the lofty Nelson Column. Close by are memorials to Professor Playfair and Dugald Stewart. Passing on, we once more enter the precincts of Princes Street, not far from the Royal Institution. In the same neighbourhood is the National Gallery, rich in its collections of the old and modern masters. Edinburgh likewise abounds in every variety of philanthropic and educational institutions, also with places of recreation, foremost of these being the Royal Botanic Gardens. At the extreme west end of the city is the magnificent Gothic pile of St. Mary's Episcopal Cathedral, erected from designs by the late Sir Gilbert Scott. The spacious edifice built in the Elizabethan style, and known as Donaldson's Hospital, is likewise a fine building.

The Scott monument, a noble Gothic structure, close to the Waverley Bridge, was designed by a local architect. Close at hand are statues to Professor Wilson ("Christopher North"), Dr. Livingstone, Adam Black, and Allan Ramsay. An equestrian statue of the Duke of Wellington faces the Register House, whilst in various localities are memorials of Sir J. Y. Simpson, Dean Ramsay, Dr. Chalmers, Pitt, and George IV., together with the Melville Monument and the Albert Memorial.

Princes Street Station is provided with a letter-box, a telegraph office, a refreshment-room, and a bookstall. A service of trains is run between Edinburgh and the North and West of Scotland *via* Larbert and Stirling. Passengers holding through tickets by the "West Coast Route" between England and the North of Scotland can travel *via* the Princes Street Station, visit Edinburgh, and without extra charge may resume their journeys from the same station at which they have alighted. Passengers can also travel *via* *Murrayfield, Craigleith, Granton Road, and Newhaven* to the port of LEITH. By means of the "North to West Expresses" *via* the Severn Tunnel passengers may now proceed from Edinburgh direct to Bristol, where connections can be made with the fast trains of the "*Great Western Railway*" for Exeter, Torquay, Dartmouth, Plymouth, and other towns in the West of England.

The chief hotels of Edinburgh are the "Royal," the Balmoral,"

the "Palace," the "Waterloo," the "North British," the "Windsor," the "Edinburgh," the "Roxburgh," the "Clarendon," and the "Central." The "Cockburn" and the "Regent" are first-class temperance hotels. In the suburbs is the Craiglockhart Hydropathic Establishment. (Population—261,261.) Daily Press—*Edinburgh Dispatch, Edinburgh News, Scotsman, Scottish Leader.* Weekly—*Edinburgh Gazette, Weekly Scotsman.*

To reach Glasgow we may run over the "Caledonian Direct Short Route" from Edinburgh; but as our journey is presumably from the South *via* CARSTAIRS, we shall travel thence by CLEGHOEN, BRAIDWOOD, CARLUKE, LAW JUNCTION, and OVERTOWN. We then cross a gorge called Garrion's Gill before reaching WISHAW and MOTHERWELL, an important junction for COAT-BRIDGE, which is succeeded by the smaller stations of FALLSIDE, UDDINGSTON, NEWTOWN, CAMBUSLANG, and RUTHERGLEN. Then through *Eglinton Street* and *Bridge Street* we approach

GLASGOW,

Central Station

(For Paisley, Greenock, and Gourock Pier for the Clyde and Highland Steamers; also to Wemyss Bay or Ardrossan for the Isle of Arran),

Fares from Euston—	1st, 5s.-;	3rd, 3s.-.	Return—1st, 11s/3;	3rd, 6s/11.
" " Birmingham—	4s/-;	" 3s/5d.	" " 8s/3;	" 4s/10.
" " Bristol—	5s/6;	" 3s/5d.	" " 10s/3;	" 6s/11.
" " Liverpool—	3s/-;	" 1s/-.	" " 5s/-;	" 3s/4.
" " Manchester—	3s/6;	" 1s/9.	" " 6s/9;	" 3s/4.
" " Dublin—	5s/-;	" 2s/8d.	" " 8s/9;	" 4s/6.



ARMS OF GLASGOW.

401½ miles from Euston. This stately mercantile metropolis of the Clyde and of the Western Highlands justly claims to be considered the second city of the Empire. Owing to its many topographical advantages, which are supplemented by an admirable system of railway and steamship communication, Glasgow has rapidly grown as the principal commercial centre of Scotland, and is likewise one of the chief seaports connected with the increasing traffic between Great Britain and America. Once a small city on the northern banks of

the Clyde, with a population mostly engaged in fishing or seafaring pursuits, and possessing nothing of note save a fine old Cathedral founded in the twelfth, and a University in the fifteenth century,

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LIVERPOOL—99, Bold Street.
MANCHESTER—3, Mount Street.
NEWCASTLE—67, Pilgrim Street.
EDINBURGH—21, Frederick Street.
GLASGOW—64, Union Street.
GREENOCK—21, West Blackhall Street.
DUNDEE—47, Nethergate.
STIRLING—91, Port Street.
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BELFAST—22, Victoria Street.

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Cabin Fare to Liverpool, £11; to Glasgow, £11 by direct Steamer.

Apply to HENDERSON BROTHERS, 17, Water Street, Liverpool; 7, York Street, Manchester; 109, Cornhill Street, Dundee; 8, Regent Street, S.W., and 15, Leadenhall Street, E.C., London; 35, Mount Stuart Square, Cardiff; Gibraltar; 7, Bowling Green, New York; and 47, Union St., Glasgow.

Glasgow had little beyond an ecclesiastical reputation until shortly after the Union in 1707. Having obtained a portion of the American trade it commenced a career of success, and from that time, when its population numbered some twelve thousand, until the present, when its people cannot be counted at less than half a million, it has proceeded on a grand and almost unchecked march of mercantile progression. This has undoubtedly been greatly due to the remarkable energy and thorough business application of its indomitable people, who have, at enormous expense, exceeding £2,000,000, not only converted a comparatively narrow stream into a wide and navigable river, but have lined this with a noble harbour of docks and quays, which extend for nearly two miles, and afford accommodation for thousands of shipping. As a natural result, Glasgow has become one of the largest ports in the world, with an enormous trade in tobacco, cotton, sugar, and other products; while its immense ship-building establishments, with their extensive combination of capital and labour, fully justify the truth of Park's well-known rhyme, a portion of which has well-nigh become a civic proverb:—

“ Let Glasgow flourish by the word
And might of every merchant lord,
And institutions which afford
Good homes the poor to nourish.”

Added to many acquired advantages we must also mention its natural mineral wealth, evinced by the wide range of coal and iron fields, which are so closely adjacent to the city, and have doubtless tended to its increased prosperity.

It cannot be denied that, compared with many modern cities, Glasgow greatly excels in fine streets—more especially in the west end—and handsome public buildings. The river is spanned by eight bridges, foremost of which may be placed Broomielaw Bridge, by Telford, the famed engineer. Its parapet commands a grand view of the Broomielaw, the well-known headquarters of the shipping interest. Argyle Street, the main artery of the town, is close at hand, and runs for no less than three miles, traversed by tramways and forming the great avenue of commerce. Its city end is called the Trongate, terminated by the Tron Church, and at what is termed the “Cross” stands an equestrian statue of William III. Leading from here is the High Street, a remnant of old Glasgow, the upper portion of which covers the traditional “Bell o’ Brae,” where the Scottish hero, William Wallace, obtained a victory over the English forces. Another scene of interest is the Saltmarket, where Sir Walter Scott has placed the residence of Baillie Nicol Jarvie, one of the leading characters in “Rob Roy.” In Scott’s days this district was one of the best localities, but its degeneration



GEORGE SQUARE, GLASGOW.

(From a photograph by Messrs. J. Valentine & Son, Dundee.)

is only too evident. Two of the principal business thoroughfares are Buchanan Street and Sauchiehall Street. In Union Street are the head offices of Messrs. Henderson Brothers, whose celebrated "*Anchor Line*" of fine ocean steamships conduct a vast and superior class of traffic between the cities of Glasgow and New York. Their weekly sailings from Glasgow take place on Thursdays. One of the chief vessels belonging to the Atlantic fleet is the highly popular steamship "*City of Rome*." Fortnightly services are also afforded to the principal ports of the Mediterranean, including Lisbon, Gibraltar, Genoa, Leghorn, Naples, Messina, Palermo, and Trieste. The vessels engaged on the regular Indian services to Bombay and Calcutta sail weekly from Liverpool.

Passing up Buchanan Street and turning to the right, we enter George Square, surrounded by magnificent public buildings, amongst which are the Merchants' House, the Bank of Scotland, the General Post Office, and the New Municipal Buildings. The square is rich in some fine statuary, the central subject being a lofty Doric column, which supports a colossal figure of Sir Walter Scott. Grouped around are memorials to Sir John Moore, Lord Clyde, Thomas Campbell the poet, Robert Burns, Sir Robert Peel, Dr. Graham, James Oswald, a striking bronze cast of James Watt by Chantrey, also equestrian statues of Her Majesty the Queen and the late Prince Consort. Within a very short distance is the Royal Exchange. Opposite this building is an equestrian memorial to the late Duke of Wellington. The Corporation Art Galleries, in Sauchiehall Street, contain over five hundred paintings, including examples by the Italian, Flemish, and Dutch masters.

Glasgow may certainly be commended for wide open spaces devoted to the public health and recreation. From time immemorial the large open space of Glasgow Green, which adjoins the river, has belonged by right to the people. It is now divided into High Green, Low Green, and King's Park, the former containing the Nelson Column, nearly 150 feet in height. On the southern side of the Clyde is the Queen's Park, which covers about one hundred acres. In the west end, or aristocratic portion of the city, we find the Kelvingrove Park, covering a picturesque site on the banks of the Kelvin, not far from the attractive grounds of the Botanic Gardens. Approached from the West End Park, and amidst beautiful surroundings is the new University, a magnificent pile of Gothic architecture surmounted by a lofty tower, designed by the late Sir Gilbert Scott, and erected at a cost of over £500,000. Its Common Hall, the Library, with its valuable and extensive array of books and manuscripts, and the Museum, containing the Hunterian collection, are the principal apartments of interest. Close to the older portion of the city is the grand old Cathedral, dedicated to St.

Mungo. It is a cruciform building, with a noble tower and lofty spire at the intersection of the nave and transepts. The crypt beneath the choir is of great antiquity. The stained-glass windows, over eighty in number, were principally executed at Munich. A few steps from the cathedral is the Necropolis, the vast cemetery of Glasgow. The General Post Office is in George Square.

The *Central Station* is most conveniently situated for all parts of Glasgow. The upper portion of the building forms a magnificent hotel, which is under the management of the "*Caledonian Railway*," and passengers by the "*West Coast*" expresses can reserve apartments by telegram upon giving information to the guard. This noble structure, which is illuminated throughout by electricity, contains some three hundred bedrooms, ample bath-room accommoda-

tion, a grand dining-hall, coffee-rooms for ladies and gentlemen, music, reading, writing, smoking and billiard rooms; also well-furnished suites of private apartments affording every comfort and luxury. From the general platform extend eight stages for the departure and arrival of trains, which daily average two hundred. The telegraph office, letter-box, and bookstall will be found on the general platform, while the departure and arrival platforms are both furnished with refreshment-rooms. Passengers can travel to *ROTHESAY* and *ARRAN* via *Wemyss Bay*. An alternative and express route to *Arran* is afforded by the special fast trains that depart from Glasgow (*Central Station*) for *ARDROSSAN* in connection with the new saloon steamer "*Duchess of Hamilton*," which sails thence for *Brodick*, *Lamlash*, and *Whiting Bay*. By means of the direct



GLASGOW CATHEDRAL.

(From a photo. by G. W. Wilson & Co., Aberdeen.)

"North to West Expresses" via the Severn Tunnel passengers may now travel from Glasgow to Bristol, where connections can be made for the fast trains of the "Great Western Railway" to Weston-super-Mare, Ilfracombe, Exeter, Torquay, Dartmouth, Plymouth, Falmouth, Penzance, and other towns in the West of England; also with the services to Weymouth for the Channel Islands. Through carriages are run between Glasgow (*Central Station*), Exeter, and Plymouth.

Amongst the leading hotels of Glasgow are the "Central Station Hotel," the "Grand," the "Macgregor," the "Bath," and the "Cockburn," temperance hotel. Daily Press—*Evening Times*, *Glasgow Evening Citizen*, *Glasgow Evening News*, *Glasgow Herald*, *North British Daily Mail*. Weekly—*Glasgow Weekly Herald*, *Glasgow Weekly Mail*, *Weekly Citizen*.

(For an additional illustration, see Supplementary Pictorial Pages).

Departing from GLASGOW (*Central Station*), we pass *Bridge Street*, POLLOCKSHIELDS, IBROX, and CARDONALD, ere we reach

PAISLEY,

Fares from Euston—1st, 5s/-; 3rd, 3s/-. Return—1st, 10s/3; 3rd, 6s 11/-.

409 miles from Euston. This busy industrial town is best known for its sewing cotton, but it is also celebrated for textile fabrics, cereal products, and machinery. Many of the more noteworthy public buildings have been bestowed by local merchants, the most important being the Public Library and Museum, the gift of Sir Peter Coates, and the George Clark Town Hall, erected by the Clark family. Here are St. James's Park; the Fountain Gardens, the gift of the late Mr. Thomas Coates; and Brodie Park, presented by the late Mr. Brodie. The General Post Office is in St. Mirren's Street. Daily Press—*Paisley Express*. Weekly—*Paisley Chronicle*, *Paisley Gazette*, *Renfrewshire Independent*.

After a pause at *St. James's Station* we continue our journey by HOUSTON, BISHOPTON, and LANGBANK to PORT GLASGOW, whence certain trains diverge southward, through UPPER GREENOCK, RAVENSCRAIG, and INVERKIP to

WEMYSS BAY

(For *Innellan*, *Rothsay*, *Millport*, *Arran*, and *Campbeltown*).

Fares from Euston—1st, 6s 2/-; 3rd, 3s 1/- . Return—1st, 11s 9/-; 3rd, 6s 11/-.

432½ miles from Euston. This is a favourite pier for joining the steamers to INNELLAN, ROTHESAY, LARGS, and MILLPORT. The journey between Glasgow (*Central Station*) and Rothsay can now be accomplished within eighty minutes. Through passengers booked from "London and North Western" stations in England or Wales to Rothsay are allowed to travel via Edinburgh and Glasgow, also to break their journey without extra charge. Here also tourists



GOUROCK RAILWAY STATION AND PIER.

join the well-known "*Ivanhoe*" and other boats that sail to the ISLE OF ARRAN. At Skelmorlie is the Wemyss Bay Hydropathic Establishment. Having embarked upon one of the swift passenger steamers, we now sail for

ROTHESAY,

the capital of the Isle of Bute. During later years the beautiful bay of Rothesay has become increasingly celebrated for its delightful situation, equable climate, and scenic attractions. The principal destinations of interest are Loch Fad, Kilchattan Bay, Kamesborough, and St. Blane's Chapel. Mount Stuart is the seat of the Marquis of Bute; and not far distant are the ruins of Rothesay Castle. The "Royal," "Queen's," "Victoria," and "Bute Arms" are the leading hotels, and the "Glenburn" is a good hydropathic establishment. Press—*Buteman, Rothesay Chronicle, Rothesay Express*.

Returning to the railway service from PORT GLASGOW, we now travel to BOGSTON, which is succeeded by CARTSDYKE, *Cathcart Street*, and the *West Station of*

GREENOCK,

Fares from Euston—1st, 50/4; 3rd, 32/8. Return—1st, 112/9; 3rd, 64/5.

422½ miles from Euston. A fishing station till 1697, Greenock is now a seaport of considerable importance, and a great centre for vast shipbuilding yards. Another leading staple is the sugar-refining trade. Beyond the Town Hall and the new Municipal Buildings, there are no edifices of importance. James Watt, who was a native of Greenock, and famed for his success in the perfection of the steam engine, is commemorated by a statue. The General Post Office is in Wallace Square. The chief hotels of Greenock are the "Tontine" and the "White Hart." Daily Press—*Greenock Telegraph*. Weekly—*Greenock Herald*. Another important addition to the "*Caledonian*" system is the popular extension from GREENOCK through FORT MATILDA to the banks of the Clyde at

GOUROCK PIER

(*For the Steamer Services to the Watering-Places of the Clyde and the West Highlands; also via Rothesay, Ardrishaig, Oban, and Banavie to Inverness*),

Fares from Euston—1st, 50/4; 3rd, 32/8. Return—1st, 112/9; 3rd, 64/5.

428½ miles from Euston. During recent years the growing popularity of the Clyde watering-places has called for increased accommodation to meet the convenience of numerous tourists who avail themselves of the steamer services that skirt the seaboard of West Scotland. This public want has been duly supplied by the enterprise of the "*Caledonian Railway*." Their new and most convenient steamer and yachting station is in direct connection with the principal lines of pleasure boats to the West Highlands. It affords the best and

most expeditious route for passengers to Dunoon, Kilm, Hunter's Quay, Holy Loch, Loch Long, Loch Goil, Rothesay, Kyles of Bute, Arran, Campbeltown, Ardrishaig, Inverary, Oban, and other attractive watering-places, from Glasgow (*Central*), Edinburgh (*Princes Street*), London (*Euston*), Birmingham, Plymouth, Bristol, Liverpool, Manchester, Leeds, and other cities of England and Scotland.

Undoubtedly the premier passenger service of the Clyde is that associated with the splendid fleet of steamers that sail under the ownership of Mr. David Macbrayne, whose head offices are at 119, Hope Street, Glasgow, and whose agents will be found throughout West Scotland. Tourist tickets for the "Royal Route to the Highlands" can be obtained at the principal stations on the "*London and North Western*" and the "*Caledonian*" railways.

In addition to the attractive series of short or long excursions which, by the far-famed "*Columba*" and "*Iona*," are thus rendered available to tourists, numerous superior boats are daily passing between Glasgow and Gourock to Dunoon, Rothesay, Inverary, and other places of interest—one of the more noteworthy sails being taken by the "*Lord of the Isles*" from Gourock to Inverary via Dunoon, Inmellan, Rothesay, and Tighnabruaich, pausing *en route* at Strachur on Loch Fyne for the favourite coach drive to Loch Eck, whence steamers run to Inverchapel in connection with other coaches to Dunoon. The termination of the trip is INVERARY, centrally situated amidst charming scenery. The "*Argyle Arms*" is a good hotel. Inverary owns connections with ferries and coaches for Lochgoilhead; also for Arrochar at the head of Loch Long, which is within easy reach of Tarbet, on the shores of Loch Lomond, where is a pier touched by the steamers that make several calls daily on their course between Balloch and Ardlui. Another most delightful drive can be taken to Dalmally on the northern reaches of picturesque Loch Awe. Amongst other sailing excursions emanating from the Clyde we may note those which extend via Helensburgh, Row, Roseneath, Clynder, Barreman, Rahane, Shandon, and Mambeg to CLARELOCHHEAD, in connection with coaches to Arrochar and Tarbet; a second extending over Loch Long by Cove, Blairmore, Strone, Ardenadum, Kilmuir, and Ardentinny to ARROCHAR for the Tarbet coaches; and a third service, that diverging westward to LOCHGOILHEAD, permits passengers to join the coach for St. Catherine's, whence a ferry ride of twenty minutes affords an alternative route to INVERARY.

We now propose to give a summarised description of the principal river, loch, canal, and ocean services associated with Mr. Macbrayne's far-reaching Highland territory—commencing with an outline of the great waterway, which is traversed annually by thousands of passengers *en route* to Rothesay, Ardrishaig, Loch Awe,

Oban, Ballachulish, Banavie, and Inverness; and briefly noticing *en route* the special water trips that are available from Oban to Staffa, Iona, Skye, Gairloch, Lochinver, and Lewis.

First in order, as in popularity, we must note the route of the "*Columbia*," which each morning—Sunday excepted—during the summer season, leaves the Broomielaw at seven o'clock, and calls at Gourock about 9.20 a.m., where it usually makes connections with the express services from the South, and then steams to KIRN; DUNOON, a favourite watering-place; INNELLAN, an equally popular spot; and the fashionable marine resort of ROTHESAY.

After leaving ROTHESAY the steamer passes through the exquisite scenery of the Kyles of Bute, touching in succession at *Colintraive*, *Tighnabruich*, and *East Tarbert*, the latter pier being the starting-point for the mail-coach to *Campbeltown*, in connection with the daily mail steam-packet to PORT ELLEN, Islay. On arrival at ARDRISHAIG, passengers for Oban *via* Loch Awe join the coach for *Ford*; while others travel by the canal to CRINAN, there to join the "*Iona*" or "*Chevalier*," which, by *Craignish*, *Black Mill Bay*, *Luing*, and *Easdale*, approach the Firth of Lorne, whence, skirting the island of Kerrera, they reach the shores of OBAN, which is likewise accessible by the excellent trains of the "*Caledonian Railway*." It is also a well-known centre for Mr. David Macbrayne's steamer excursions to Loch Awe, Staffa, and Iona; the Isle of Skye, Gairloch, Lochinver, and Stornoway; and *via* Ballachulish to Inverness.

Oban is selected by many as a halting-place for the night, their journey to Inverness being continued by an early boat on the following morning. Others continue their course by *Appin* to *Ballachulish*, which is situated on Loch Linnhe, and is also the pier for Loch Leven and the Pass of Glencoe, not far distant. Here is the "*Ballachulish Hotel*." After clearing *Ardgour* and *Fort William*, where is the "*Caledonian Hotel*," and whence a coach departs for the "*Invergloy Hotel*" on Loch Lochy, the vessel arrives at *Corpach*, within easy reach of BANAVIE, the nearest point for the ascent of Ben Nevis. The "*Lochiel Arms*" is a superior hotel.

Quitting BANAVIE about 8 a.m. on the following day, the tourist commences a sail of surpassing beauty over the Caledonian Canal, surrounded on all sides with characteristic Highland scenery, commencing with a grand view of Ben Nevis. *Gairloch*, *Laggan*, and *Cullochy* are succeeded by *Fort Augustus* and *Invermorriston*, where time is allowed to visit the grand Falls of Foyers, which here make their descent amidst a profusion of natural beauty. *Inverfarigaig*, *Temple Pier* for *Urquhart*, *Abriachan*, and *Aldourie* are next passed, and in the quiet beauty of evening the steamer arrives at INVERNESS (*Muirtown Pier*).

PRESUMING that we are travelling in the through carriage from Euston to Stranraer for Larne, Belfast, Londonderry, or other stations in North Ireland *via* the "Short Sea Route," we shall at CARLISLE diverge westward and proceed by ROCKCLIFFE, FLORISTON, GRETNA GREEN, DOBNOCK, ANNAN, CUMMERBREMES, RUTHWELL, and RACKS to

DUMFRIES

(For Ayr, Kilmarnock, Newton Stewart, Stranraer, and Belfast),

Fares—1st, 40/-; 3rd, 26/11½. Return—1st, 90/2; 3rd, 53/-.

332 miles from Euston, and one of the most ancient towns in the south of Scotland. Seated on the beautiful banks of the Nith, its surroundings are most picturesque, and possess the additional charm of many historical and literary associations. One of the earliest of these was in connection with an old monastery, now passed away, but where, in 1305, Robert Bruce murdered the Red Comyn, and initiated a bitter and long-protracted struggle against the English power. Near the monastery was a bridge, erected in the thirteenth century; it was then considered one of the finest in the kingdom, and its remains, which have recently received extensive repairs, are still extant for the use of foot-passengers. With varying experiences—in which the heroic Covenanters took their part—centuries rolled by until 1745, when the Young Pretender here halted his troops on their march southwards, and made a heavy levy on the inhabitants in revenge for their loyalty to the House of Hanover in 1715.

Amongst edifices of modern date the Academy and the Theatre—where the celebrated Edmund Kean made his first appearance—the County Buildings, the Observatory and grounds, the Museum, and the Town Hall, are the most remarkable. But undoubtedly the chief interest centres in two unpretentious houses—one in Bank Street, and the other in Burns Street—the former of which was connected with the lifetime, and the latter with the death, of Scotland's peasant poet, Robert Burns, who here spent the last few years of a disappointed life. Such time-honoured songs of Scotia as "*Auld Lang Syne*," "*Scots wha hae wi' Wallace bled*," and many others, first saw the light in Dumfries, and the neighbourhood of Lincluden Abbey and Ellisland formed the composing ground for some of the poet's finest lyrics. His remains are interred in the churchyard of Old St. Michael's, under a handsome monument, bearing a marble group by Turnerelli, erected by public subscription; and a fine marble statue has also been placed in front of Greyfriars Church. Before passing on we should remark that the genius of Scott found in the district some materials for the novels of "*Guy Mannering*" and "*Redgauntlet*," Caerlaverock Castle being the Ellangowan of the former work. Another interesting building is

Sweetheart Abbey, the fine ruins of which are at New Abbey, near to the estuary of the Nith. Close by the little village is the cloud-capped mountain of Croffell. The town is the leading agricultural centre of Dumfriesshire, and is also famous for its manufactures of tweed and hosiery. The station possesses refreshment-rooms, a pillar letter-box, a postal telegraph office, and a bookstall. Passengers for Ayr and Kilmarnock exchange trains at Dumfries. The leading hotels are the "Station," the "King's Arms," the "Commercial," and the "Queensberry Arms." (*Population*—17,804.) Press—*Dumfries Courier*, *Dumfries Standard*.

After leaving Dumfries our train pursues its course across the Nith and runs onwards by MAXWELLTOWN, LOCHANHEAD, KILLYWHAN, KIRKGUNZEON, SOUTHWICK, and DALBEATIE to CASTLE DOUGLAS, where passengers exchange carriages for the *Bridge of Dee*, *Tarff*, and *Kirkcudbright*. We then pass CROSSMICHAEL, PARTON, NEW GALLOWAY, DROMORE, CREETOWN, and PALNURE ere we reach NEWTON STEWART, a salubrious and pleasantly-situated country town, whence a branch diverges southward for *Wigtown*, *Kirkcubright*, *Whauphill*, *Sorbie*, *Garliestown*, and *Whithorn*. Through KIRKCOWAN, GLENLUCE, and DUNRAGIT we now approach the busy seaport of STRANRAER, which has become celebrated in connection with the sailings of the fine passenger steamers that cross the Channel to LARNE within two hours. Only eighty minutes of the passage are spent upon the open sea. During recent years this convenient "Short Sea Route" has become most popular with passengers from London (*Euston*), Birmingham, Manchester, and Liverpool to Belfast and other stations in North Ireland. The Boat Trains of the "*Belfast and Northern Counties Railway*," running in connection with the steamers from Stranraer, reach Belfast within fifty minutes. (See page 265.) Similar services running *via* BALLYMENA and COLERAINE for *Portrush* afford a direct means of communication with

LONDONDERRY

(For *Portrush*, *Latterkenry*, *Buncrana*, and the *Donagall Highlands*),

Fares <i>via</i> North Wall—	1st, 42/6; 2nd, 47/6; 3rd, 29/6.	Return—	1st, 104/-; 2nd, 79/6; 3rd, 49/6.
" " Kingstown—	" 68/6; " 52/-; " 32/-.	" "	" 114/6; " 87/-; " 55/-.
" " Larne—	" 62/6; " 47/6; " 29/6.	" "	" 104/6; " 79/6; " 45/-.
" " Greenore)			
" " Fleetwood)	" 58/-; " 44/6; " 27/-.	" "	" 99/6; " 74/6; " 45/-.
" " Liverpool)			

162 miles from Dublin; 495 from Euston, and 2,450 from Quebec. The city of Londonderry, which is served by the "*Great Northern Railway*" from Dublin, Greenore, and Belfast; and by the "*Belfast and Northern Counties Railway*" from Belfast and Larne, occupies an elevated site overlooking the Foyle. Its principal

features of interest are the stately Cathedral; the Walker Memorial, commemorating the heroic leader of the citizens during the siege of Derry in 1689; the Magee Presbyterian College; the Roman Catholic Cathedral; the Corporation Hall; and the Apprentice Boys' Hall. From Londonderry run the "*Northern Counties*" services to Portrush. The "*Derry and Lough Swilly Railway*" communicates, via *Gallagh Road*, *Bridge End*, and *Burnfoot*, with *Junction* (whence



MOVILLE, NEAR LONDONDERRY.

(From a photograph by Mr. W. Lawrence, Dublin.)

the "*Letterkenny Line*" diverges southward through *Carrowen*, *Newtowncunningham*, *Sallybrook*, *Manorcunningham*, and *Pluck*, to *LETTERKENNY*, and then turning northward by *Inch Road* and *Fahan* reaches *BUNCRANA*. These two lines and their connecting car routes afford a series of tours throughout the northern Donegal Highlands, including the romantic districts of *Gweedore*, *Lough Dunlewy*, *Dunfanaghy*, and *Glenveigh*, with the mountains of *Errigal* and *Slievesnacht*. Within a pleasant sail of eighteen miles is *Moville*, a small port at the entrance of *Lough Foyle*, best known as the point of anchorage for certain mail steamers to and from America, which here receive or land the British and American mails. Hotels—"Jury's" and the "Imperial." (Population—32,893.) Press—*Derry Journal*, *Derry Standard*, *Londonderry Sentinel*.



TOURIST MAP
OF
SCOTLAND,
IN DIRECT CONNECTION BY THE
"ROYAL MAIL WEST COAST ROUTE"
OF THE
London and North Western
AND THE
Caledonian
Railways
WITH
LONDON

(Euston, Broad Street, Victoria),

OXFORD,	TORQUAY,	CHESTER,
CAMBRIDGE,	EXETER,	LIVERPOOL,
NORTHAMPTON,	WEYMOUTH,	ST. HELENS,
LEICESTER,	BRISTOL,	MANCHESTER,
LEAMINGTON,	HEREFORD,	HUDDERSFIELD,
BIRMINGHAM,	CARDIFF,	WIGAN,
WOLVERHAMPTON,	SWANSEA,	PRESTON,
PLYMOUTH,	DUBLIN,	CARLISLE,

AND ALL PARTS OF

ENGLAND, WALES, AND IRELAND,

ALSO WITH

PARIS AND THE CONTINENT.

SUMMER TOURS IN SCOTLAND.

THE ROYAL ROUTE.

GLASGOW AND THE HIGHLANDS

VIA CRINAN AND CALEDONIAN CANALS.

ROYAL MAIL STEAMERS.

COLUMBA
IONA
FUSILIER
CHEVALIER
GRENADE
GONDOLIER
FLOWERDALE
PIONEER

GLENGARRY
GLENCOE
LOCHAWA
LOCHNESS
LOCHIEL
LINNET
LOVEDALE
CLAYMORE

CLANSMAN
CLYDESDALE
GLADIATOR
CAVALIER
STAFFA
ETHEL
GAEL
ISLAY

HANDA
MOUNTAINEER
MABEL
FINGAL
UDEA
COUNTESS
INVERARAY CASTLE
PELICAN

THE ROYAL MAIL SWIFT PASSENGER STEAMER "COLUMBA" OR "IONA"

SAILS daily from May till October, from Glasgow at 7 a.m. and from Greenock at 8.50 a.m., Princes Pier at 9 a.m., Gourock at 9.15 a.m., Dunoon at 9.30 a.m., in connection with Express Trains from London and the South, Edinburgh, and Glasgow, &c., for KYLES OF BUTE, TARBERT, and ARDRISHAIG, conveying Passengers for OBEAN, GLENCOE, INVERNESS, LOCHAWA, LOCH SHIEL, LOCH LOMOND, LOCH KATRINE, THE TROSSACHS, STAFFA and IONA, MULL, SKYE, GAIRLOCH, LOCHINVER, STORNOWAY, &c.



ROYAL MAIL STEAMER "COLUMBA."

TOURS to the West Highlands (occupying about a week) by Steamship "Claymore" or "Clansman," via Mull of Kintyre, going and returning through the Sounds of Jura, Mull, and Skye, calling at Oban, Tobermory, Portree, Stornoway, and intermediate places. Cabin return fare, with superior sleeping accommodation, 45s., or, including meals, 80s. The route is through scenery rich in historical interest, and unequalled for grandeur and variety. These vessels leave Glasgow every Monday and Thursday about 12 noon, and Greenock about 6 p.m., returning from Stornoway every Monday and Wednesday.

Official Guide Book, Illustrated, 6d.; Cloth Gilt, 1s.

Time Bill, Map, and List of Fares, sent free on application to the owner,

DAVID MACBRAYNE,

119, HOPE STREET, GLASGOW.

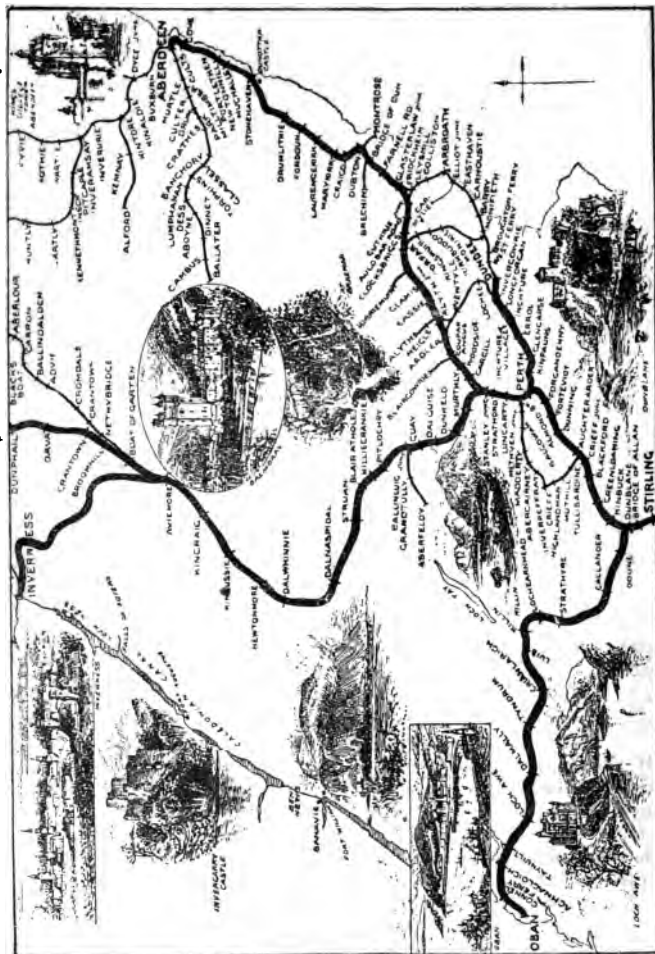
For Gourock Pier, see pages 141 to 143.

THE ROYAL MAIL WEST COAST SERVICES BETWEEN ENGLAND AND SCOTLAND.

F.—CARLISLE TO STIRLING, CALLANDER, LOCH AWE, AND OBAN.
CARLISLE TO PERTH, INVERNESS, STROME FERRY, AND THURSO.
CARLISLE TO DUNDEE, ABERDEEN, INVERNESS, AND BALLATER.

CARLISLE, EDINBURGH (*Princes Street Station*), AND GLASGOW (*Buchanan Street Station*) TO STIRLING FOR THE BRIDGE OF ALLAN, CALLANDER AND THE TROSSACHS, LOCHEARNHEAD AND CRIEFF, KILLIN AND KENMORE, CRANLARICH AND LOCH LOMOND, DALMALLY AND INVERARY, LOCH AWE AND FORD, ACH-NA-CLOICH AND LOCH ETIVE HEAD, OBAN AND THE CALEDONIAN CANAL; CRIEFF; PERTH FOR DUNKELD, ABERFELDY, PITLOCHRY, BLAIR ATHOLE, FORRES, NAIRN, INVERNESS, STRATHPEFFER SPA, ACHNASHEEN, STROME FERRY, PORTREE, WICK, AND *via* THURSO TO THE ORKNEY AND THE SHETLAND ISLES; DUNDEE; BLAIRGOWRIE; FORFAR; ARBROATH; BRECHIN; MONTROSE; AND TO ABERDEEN FOR FRASERBURGH, PETERHEAD, KEITH, BANFF, ELGIN, AND INVERNESS; ALSO *via* BALLATER TO BALMORAL AND BRAEMAR.

PORTSMEN, tourists, and men of business may be counted amongst the numerous passengers who so warmly appreciate the comfort, speed, and direct route of the "Highland Expresses," which, departing from Euston, Birmingham, Liverpool, and Manchester, and travelling *via* Carlisle, Carstairs, and Law Junction, run through to Stirling, Perth, Inverness, Dundee, and Aberdeen. The possibility of travelling through the centre of Scotland, direct to the West Highlands, Perthshire, Inverness, Ross, and the Deeside, is in itself no small inducement to those who desire to reach their destinations with the least possible delay. In this respect the "Royal Mail West Coast Route" of the "*London and North Western*" and the "*Caledonian*" systems owns a unique position, for beyond the brief pauses that are made for necessary locomotive or refreshment purposes at Rugby, Crewe, Wigan, Preston, and Carlisle, passengers enjoy restfully unbroken journeys, and may depend on their arrival in the North under the best possible conditions of nineteenth-century railway accommodation. The highly picturesque districts which will now demand our notice need but little commendation from ourselves, for many and skilful have been



ROUTE MAP.—VI. STIRLING TO OMAN, PERTH, DUNDEE, INVERNESS, AND ABERDEEN.

the pens which have been wielded in praise of Caledonia's peerless Highlands. Nevertheless we may remind our readers that they can profitably employ a few pleasant hours in reaching the richly-wooded Trossachs, the silvery waters of Loch Katrine, Loch Awe, and Loch Lomond; or those of the Tay, the Tummel, the Spey, or the Dee, where they may cast their flies across the noble streams of Scotland, ramble at will over her heather-clad moors, or scale the heights of her rugged mountains. As a matter of fact, all of these and other attractive destinations may be embraced within the compass of a tourist's ticket from Euston, Birmingham, Liverpool, or Manchester.

PRESUMING that our express has left CARLISLE, it will rapidly clear ROCKCLIFF and FLORISTON ere it crosses the Sark and at GRETNA enters Scotland, to hasten onwards by KIRKPATRICK, KIRTLEBRIDGE, ECCLEFECHAN, LOCKERBIE, NETHERCLEUGH, DINWOODIE, and WAMPHRAY towards BEATTOCK. Still running northwards, ELVANFOOT, ABINGTON, LAMINGTON, SYMINGTON, and THANKERTON bring us to CARSTAIRS JUNCTION. Leaving the Edinburgh line on our right, we now speed through CLEGHORN, BRAIDWOOD, and CARLUKE to LAW JUNCTION, where we diverge from the Glasgow and Gourock route, and run direct to the far North *via* WISHAW, GLENBOIG, CASTLECARY, GREENHILL, and LARBET. Then passing the field of Bruce's famous victory in 1314, we run through BANNOCKBURN to

STIRLING

(For Callander and the Trossachs, Lochearnhead, Killin, Crianlarich, Dalnally, Loch Awe, Ach-na-Cloich, Oban, and the Caledonian Canal—also for Alloa, Dunfermline, Loch Leven, Aberfoyle, and Balloch),

Fares from Euston—1st, 60/4; 3rd, 34/-. Return—1st, 114/3; 3rd, 53/6.

417 miles from Euston. Stirling is chiefly interesting for its ancient castle, which is planted on the summit of a bold rocky crag, giving it a naturally inaccessible position, and affording a glorious and wide-spreading prospect. Passing through one of the ascending thoroughfares, we come to the Castle Square, and crossing a drawbridge, which spans the ancient fosse, we enter the fortress, to find amongst its quaint architecture the old Gothic Palace in the lower quadrangle, and in the upper what was once the Parliament House and Chapel Royal, also the Douglas Room, which contains many relics of the past; but beyond doubt its greater attractions are the various view-points from the ancient ramparts. Not far distant is the ancient Greyfriars Church, where have preached such famous Scotsmen as John Knox, James Guthrie, and Ebenezer Erskine. In the Cemetery is the beautiful "Virgin Martyrs' Memorial," commemorating two martyred sisters belonging to the Covenanters,

who, for their adherence to the faith, were fastened to a stake and drowned by the rising tide in Wigton Bay, two of the many victims of the relentless persecution in 1685. The Guildhall, once Cowane's Hospital, should likewise be named as a building of the olden time;



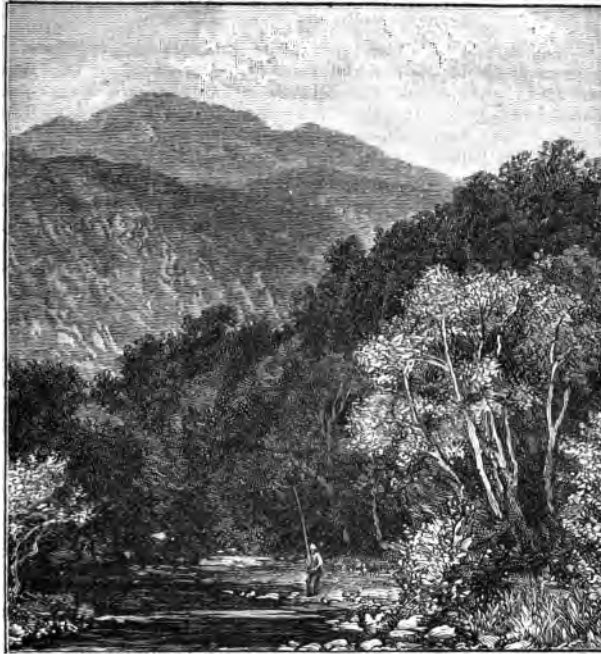
STIRLING CASTLE.

(From a photograph by Messrs. G. W. Wilson & Co., Aberdeen.)

also the not far-distant ruins of Cambuskenneth Abbey. The General Post Office is in Murray Place. At Stirling passengers exchange carriages for Callander and Oban. Eastward extends the branch to *Alloa* and *Dunfermline*; also *via Dollar* to *Rumbling Bridge* and *Loch Leven*; while westward is direct communication with *Aberfoyle* and *Balloch Pier* on the southern shore of Loch Lomond. Here are refreshment-rooms; also a letter-box, a telegraph office, and a bookstall on the down platform. Hotels—The “Royal,” the

"Golden Lion," the "Station," and the "Waverley." (*Population—16,802.*) *Weekly Press—Bridge of Allan Gazette, Stirling Journal, Stirling Observer, Stirling Saturday Observer, Stirling Sentinel.*

Leaving Stirling, and crossing the Forth, we see the Wallace



BEN VENUE, FROM THE TROSSACHS.

(From a photograph by Messrs. Valentine & Son, Dundee.)

monument on Abbey Craig, overlooking the site of the battle of Stirling, fought in 1297, and then run to the

BRIDGE OF ALLAN,

Fares from Euston—1st, 60 10; 3rd, 34 35. Return—1st, 115/-; 3rd, 65 5.

420 miles from Euston. Here, amidst charmingly-wooded river scenery, and sheltered by the Ochil Hills, is the favourite inland watering-place of Scotland. It is chiefly remarkable for its salubrious climate and for the Airthrey mineral springs, which are

St. Fillans, Comrie, and Crieff, whence branch railway services afford communication with **CRIEFF JUNCTION** or **PERTH**. We next gain a glimpse of **Loch Earn** away on the right, and presently get a more complete view, with the distant village of **St. Fillans**, while below us is **Lochearnhead**. Soon we enter the dreary defile known as **Glen Ogle**, which the Queen designated as the **Kyber**



BRIDGE OF TAY, KENMORE.

(From a photograph by Messrs. Valentine & Son, Dundee.)

Pass of Scotland, with its rocky precipitous cliffs piled in rugged masses, along which our train runs on a shelf of rock at a height of 500 feet above the depths of the chasm towards

KILLIN JUNCTION

(For *Killin, Lawers, Fernan, Kenmore, and Aberfeldy*),

Fares from Euston—1st, 6s/4 ; 3rd, 3s/0½. Return—1st, 12s/1/- ; 3rd, 6s/9.

44½ miles from Euston. At Killin Junction, 950 feet above sea-level, we diverge by the new branch line to **KILLIN**, and thence

proceed to the steamer pier at the foot of Loch Tay, and close to the "Killin Hotel." The village of Killin is a charmingly-situated tourist centre for excursions through Glen Dochart, Glen Ogle, Glen Lochy, and Glen Lyon, also for the ascent of Stronachlachich (1,708 feet), a favourite view-point, and for various water trips over the magnificent waters of Loch Tay. Here passengers for Kenmore may embark on the "*Lady of the Lake*," which affords a delightful sail of some fifteen miles, touching at *Ardeonaig*, *Lawers*—a steambot pier conveniently situated for the ascents of Meiler (1,793 feet) and Ben Lawers (3,984 feet)—*Ardtalnaig*, and *Fernan*, ere it lands us at *Kenmore*, perhaps best known for its vicinity to Taymouth Castle, the magnificent seat of the Earl of Breadalbane. Within an hour's coach drive is *Aberfeldy* station on the "*Highland Railway*."

Quitting KILLIN JUNCTION, our train now descends into Glen Dochart, with but a glimpse, albeit a pleasing one, of Loch Tay, Killin village, and the ridgy heights of Ben Lawers (3,984 feet). Looming ahead on our left are the towering summits of Ben 'A'an (1,500 feet), Ben Lui (3,708 feet), and Ben More (3,843 feet), a grand trio of mountains. The little station of LUIB, a noted bourn for salmon fishers, is in the valley, and after passing it we see on our right the waters of Loch Dochart, which surround a small island, where is a ruined fortress of the Argyles. CRIANLARICH—"Crianlarich Hotel"—the station for the coach to *Ardlui*, at the head of Loch Lomond, is soon passed, and as our train again ascends we may note the mighty summit of Ben Douran (3,523 feet), "the Hill of Storms," on the right. After reaching TYNDRUM—where is the "Royal Hotel"—which derives its principal interest from its mineral wealth, we cross into Argyllshire, and for many miles proceed through a desolate valley, well meriting its local character of the "wearisome glen," if we except the occasional glimpses of the river Lochy. As we advance, the country becomes much more luxuriant in verdure; far away to the right is the gigantic mountain of "Ben Cruachan" (3,689 feet); Ben Lui rises on our left; and to the right are glimpses of leafy slopes. Here also Glen Strae, Glen Lyon, and Glen Orchy combine in one glorious prospect, marking what was once the fastness of the clan Macgregor.

Passing DALMALLY, where is the "Dalmally Hotel,"—a well-known haunt of anglers, also the point of departure for the coaches that run *via Cladich* to INVERARY, and thence to *Tarbet* on the eastern shore of Loch Lomond—we gradually descend towards the head of Loch Awe. This magnificent sheet of water, twenty-five miles in length and two in breadth, surrounds twenty-four emerald islands.

It is spanned by a railway bridge of latticed girders. Close to our left is a small rocky peninsula, on which stand the shattered ruins of Kilchurn Castle, once a fine pile, mostly erected by the Breadalbanes in the fifteenth and sixteenth centuries. Skirting the northern shore of the lake, we arrive at LOCH AWE station, immediately



KILCHURN CASTLE.

(From a photograph by Messrs. G. W. Wilson & Co., Aberdeen.)

above and adjacent to which is the "Loch Awe Hotel," situated in extensive gardens, and commanding a magnificent prospect over water and mountains. The steamer pier adjoins the hotel grounds, and is in connection with the boat that sails *via Taychreggan, Port Senachan*—where are the "Taychreggan" and the "Port Senachan" hotels—and *Port-in-Sherrick to Ford*. Here passengers can join the coach to *Ardrishaig*, whence Mr. Macbrayne's steamers sail for *OBAN* or *GLASGOW*. After passing *Fraoch Eilan*, the "island of

heather," which shelters the ruins of a stronghold once belonging to the clan Macnaughton, we see Innishail, the "island of repose," bearing the grey remains of a monastery and a chapel.

Speeding along a rocky ledge cut out of the side of Ben Cruachan, we now gaze down at our left upon the deep wild



THE PASS OF BRANDER.

(From a photograph by Messrs. Valentine & Son, Dundee.)

gorge known as the Pass of Brander, and then enter the narrow Pass of Awe, nearly three miles long, and in places 1,300 feet in depth. Below, at the foot of precipitous cliffs, the calm, dark lake rests in majestic stillness until it suddenly wakes to motion, and as a mighty river rushes forth in a resistless black torrent flecked with snowy ripples. Soon we mark the old Bridge of Awe, and then, spanning the tumultuous river by a narrow viaduct, leave the shadows behind us for a peep at Loch Etive, and come to TAYNUILT



DUNSTAFFNAGE CASTLE.

(From a photograph by Messrs. Valentine & Son, Dundee.)

station, whence, during the summer season, a coach runs to *Taycreggan*. With the *Buchallie Etive* mountains, or "gardens of Glencoe," and *Glen-Salloch* towering on the right, we soon approach the waters, and view the monarch *Ben Cruachan*. Then, coming close to the loch, we pause at *Achna-Cloich*, whence, during the tourist season, a steamer sails to *Loch Etive Head*, in connection with a coach to *Ballachulish*. After passing *CONNEL FERRY* we meet with the celebrated *Falls of Lora*, which occur from rapids at the narrow passage of the loch. Still proceeding, we come on the right to the ancient ruins of *Dunstaffnage Castle*, once a residence of Scotland's early kings. Here was the first repository of the present coronation stone, known as the "Stone of Destiny," which was subsequently removed by *Kenneth II.* to *Scone*, in *Perthshire*, and thence conveyed by *Edward I.* to *Westminster Abbey*, where it is set in the oaken chair of *Edward the Confessor*. Our train now turns to the southward for

OBAN

(For the *Caledonian Canal*, *Staffa*, *Iona*, *Portree*, and *Gairloch*),

Fares—1st, 72/-; 3rd, 40/11. Return—1st, 132/3; 3rd, 74/11.

50½ miles from *Euston*, 116 from *Glasgow*, and 123 from *Edinburgh*. Pleasantly situated along the margin and over the hill-sides of a semi-circular and sheltered shore, *Oban*, or the "White Bay," is the favourite seaside resort of the *Western Highlands*. It is most remarkable for its fine natural harbour, affording splendid anchorage, and protected seawards by the island of *Kerrera*. On a rocky promontory are the ruins of *Dunolly Castle*; and another feature of interest is a rude pillar, called "*Clach-a-choin*," or "the Dog's stone," having, according to tradition, been used by *Fingal* as a stake to which he fastened his celebrated dog "*Bran*."

One of the most agreeable features of a sea-side holiday consists in facilities for daily excursions on the water. In this respect *Oban* is probably unsurpassed, being the central port between *Glasgow* and *Inverness*, and possessing exceptional means of access throughout

the most romantic scenery of the Highlands. The trips afforded by Mr. David Macbrayne's steamers are five in number, the first being to *Crinan* and *Ardrishaig* for the coach to *Ford*, at the southern end of *Loch Awe*. Hence a boat sails for nearly thirty



THE PASS OF GLENCOE.

miles to *Loch Awe* station, which is in direct railway communication with Oban, Glasgow, Edinburgh, or Perth. The second tour is the ever-attractive circular sail round the Isle of Mull to the famed island of *Staffa*, with its six magnificent basaltic caverns, of which *Fingal's Cave* is the chief; also to *Iona*, where ancient ruins tell of kings, chiefs, and prelates who have long since passed away. A third trip extends to *Ballachulish* for the Pass of Glencoe; a fourth follows the route of the weekly steamers *via* the Sound of Mull to

Portree and *Gairloch*; while the fifth is a similar sail, which each Tuesday permits visitors to call at *Loch Scavaig* for *Loch Coruisk* and the *Cuehullin Hills*. Perhaps the most popular tour to be enjoyed in the West Highlands is that which may be taken with the fine steamers that run from Oban to Banavie at the foot of Ben Nevis, and thence over the Caledonian Canal to Inverness. At the station are refreshment-rooms and a bookstall. Amongst the chief hotels are the "Station," the "Great Western," the "Alexandra," the "Caledonian," the "Craig-ard," the "Leopold Mansions," the "Grand," the "King's Arms," and the "Royal." (*Population*—4,377.) Press—*Oban Express*, *Oban Telegraph*, *Oban Times* *Oban Register*.

Resuming our journey on the main line at DUNBLANE, we speed northwards for Perth, Inverness, and Aberdeen, leaving the battlefield of Sheriff-Muir on the hills to our right, as we run by KINBUCK, GREENLOANING—near the Roman camp of Ardoch—and BLACKFORD, then with the Ochill Hills to the east reach CRIEFF JUNCTION. Travelling hence over a branch line, we clear TULLIBARDINE and MUTHILL, view Drummond Castle on our left, cross the Earn, pass HIGHLANDMAN, and pause at

CRIEFF

(For *Comrie* and *St. Fillans*),

Fares—1st, 64/8; 3rd, 36/3. Return—1st, 121/6; 3rd, 68/8.

44½ miles from Euston. The highly popular health resort of Crieff is perhaps one of the most beautifully-situated spots in southern Perthshire. Planted on rising ground overlooking the Strathearn Valley, and surrounded by such favourite scenery as may be attained in the neighbourhood of Tomachastle, Torlum Hill, the Knock of Crieff, and Turret Falls, it is scarcely surprising that Crieff is increasing in favour with the tourist fraternity; while invalids and residents derive much benefit from its pure dry climate, excellent water, and accessibility to such charming parks as those that surround Drummond Castle, Ochertyre, and Monzie Castle. The coaches of the "Caledonian Railway" run *via Comrie* and *St. Fillans* to *Locheearnhead* on the "Callander and Oban line"; while a branch railway communicates with Perth. The leading hotels are the "Drummond Arms" and the "Royal"; also the "Royal" at Comrie, and the "Drummond Arms" at St. Fillans. At Crieff is "Strathearn House," an imposing and beautifully-situated hydropathic establishment. (*Population*—4,901.) Press—*Crieff Journal*, *Strathearn Herald*.

Again at CRIEFF JUNCTION, we press onwards by AUCHTER-ARDER, DUNNING, and PORTEVOIT, sight the hills of Moncrieff and Kinnoul, and soon approach Perth.

PERTH

(*For Dunkeld, Aberfeldy, Pitlochry, Blair Athole, Forres, Nairn, Inverness, Wick, and Thurso; also for Crieff, Dundee, Aberdeen, and Ballater*),

Fares—1st, 6s/10; 3rd, 3s/5. Return—1st, 12s/3; 3rd, 6s/11.

450 miles from Euston. Perth owns the largest and most important station on the "ROYAL MAIL WEST COAST ROUTE" to the Northern Highlands. It likewise enjoys direct express communication with Dundee, Aberdeen, and Inverness; also *via* Stirling and Larbert with Edinburgh and Glasgow. Perth is chiefly famous



TAY STREET, PERTH.

(From a photograph by Messrs. J. Valentine & Son, Dundee.)

for the beauty of its surrounding countryside, especially in the vicinity of the Moncrieff and Kinnoull Hills, and in a locality known as the "Wicks of Baiglic." Its favourite open-air resorts are the North and South Inches, which adjoin the river Tay. Amongst its principal public edifices are the County Buildings and the old church of St. John. Scone Palace, two miles north, was the ancient seat of coronation for the Scottish sovereigns. The General Post Office is in the High Street. As an industrial centre Perth enjoys a wide reputation for its extensive dye-works, which are chiefly associated with the enterprise and name of Messrs. J. Pullar and Sons, a firm

which has been established for some sixty years, and since 1862 has held the appointment of dyers to Her Majesty the Queen. *PAINTS*. *Perth Dye-Works*, embracing a special department for dry-cleaning, bleaching, and finishing, comprise two immense buildings covering a wide area of floor-space, fitted with costly machinery, and affording employment for some 1,700 hands. By means of a perfectly-organised system of branch offices and agencies, they are placed in direct railway connection with all parts of the United Kingdom.

At *Perth Station* are letter-boxes, telegraph offices, a bookstall, and refreshment-rooms. *Luggage* baskets are supplied. The "*General Station Hotel*" is under the management of the railway companies. Here, too, are the "*British*," the "*Royal George*," the "*Queen's*," and the "*Salutation*" hotels. *Population*—25,422. *Press*—*Perthshire Advertiser*, *Perthshire Constitution*, *Perthshire Courier*.

For an official list of Perth, see List of English ports.

Perth is not only a most important centre in connection with the "*Royal Mail West Coast Route*" to *Dundee*, and to *Aberdeen* for the "*Dundee Section*" of the "*Great North of Scotland Railway*" and its main line via the new "*Murray Frith Coast Route*" to *Edin.* and *Inverness*; but is also itself the southern terminus of the "*Highland*" system, which possesses an authorised capital of £5,425,556 and 425½ miles of permanent way. The main line to the *far North* passes via *Dunkeld* through some of the finest scenery in *Perthshire*, crosses the *Grampians*, and ultimately reaches its headquarters at *Inverness*, whence a north-westerly branch diverges by a highly-picturesque route across *Ross-shire* to *Achnasheen*, the *Gairloch* and *Loch Maree*; while at *Strone Ferry* it connects with the mail steamers for the *Isles of Skye and Lewis*. Stretching northward, the main line crosses the eastern coast of *Sutherland-shire* and enters *Caitness*, where its terminal stations are respectively at *Wick* and *Thurso*, the latter being the most northerly port in the United Kingdom, and the point of shipment for the mails to the *Orkney and Shetland Isles*, which form the final link of the Post Office service emanating from the busy station of *Euston*.

We will now give a brief summary of the principal features of interest on the "*Highland Railway*," and then describe our journey to *Aberdeen* for the "*Great North of Scotland*" system. Quitting *Perth*, we soon notice the *Grief* branch on our left, and run parallel with the "*Caledonian*" line, until after passing *Luncarty* we reach *Scrimley Junction*. We then bear away by *Murthly* to

DUNKELD.

Population—1,000. *Station*—*1876*, and *7/4*. 450½ miles from *Euston*. Few towns in the *Highlands* are so

popular as Dunkeld and its adjacent village of Birnam, immortalised by the gifted pen of Shakspeare, and also by the artistic genius of Sir John Everett Millais. While Dunkeld owns a ruined cathedral, and is near such magnificent scenery as the Hermitage Fall, the Rumbling Bridge, the sylvan charms of Craig-y-Barns, and the lofty view-point of Birnam Hill, a delightful series of coach drives may also during the summer season be enjoyed to *Blairgowrie*, and thence *via* the Spittal of Glenshee to *Braemar*, a distance of forty-seven miles, usually completed within eight hours. Amongst other attractions of the district are the beautiful grounds of Dunkeld House, Murthly Castle, and Birnam Falls. The principal hotels are the "Birnam," a high-class home; the "Athole Arms;" and the "Royal."

Crossing the Braan, and traversing a lofty valley, we presently clear *Dalguise*, span the silvery Tay, and run by *Quay* to *Ballinluig*, whence a branch departing through Strath Tay passes *Grantully*, and reaches

ABERFELDY

(*For Kenmore*),

Fares—1st, 71/3; 3rd, 20/11. Return—1st, 137/6;
3rd, 74/4.

482½ miles from Euston. Amongst the principal attractions of Aberfeldy are Taymouth Castle, the splendid seat of the Earl of Breadalbane; the Rock of Weem covered with rich woodland; and the Falls of Moness, near the spot where once grew the famed "Birks o' Aberfeldy." A valuable tourist route is afforded by the coach service to *Kenmore*, permitting a visit to the Falls of Acharn, Tummel Bridge, Glen Lyon, Fortingall, and Drummond Hill. Here, too, we may join the steamer that traverses the length of Loch Tay *via Ferman, Ardtalnaig, Lawers, and Ardeonaig* to *Killin*, whence the "*Caledonian Railway*" conveys the traveller to *Obar*. The leading hotels are the "Breadalbane Arms" and the "Weem" at Aberfeldy; and the "Breadalbane" at Kenmore. Again running northward, we come to



THE FALLS OF MONESS.

PITLOCHRY

(For Kirkmichael and Loch Tummel),

Fares—1st, 70/8; 3rd, 38/9½. Return—1st, 131/2; 3rd, 73/8.

478½ miles from Euston. We may travel far and wide to find so lovely an assemblage of typical Scottish scenery as may be met with near Pitlochry in the Perthshire Highlands. Within a singularly-circumscribed area are such choice examples of scenic beauty as the Queen's View, the Bridge of Garry, Faskally Woods, the Falls of the Tummel and the Bruar, the Pass of Killiecrankie, Glen Tilt, and the mountains of Craigour, Ben Vrachie, and Schiehallion. Coach excursions are available on each week-day during the summer.

Pitlochry itself is a pleasant Highland village containing numerous villa residences which command wide views. Its gravel soil, abundant water-supply, and excellent sanitary system, together with a dry and invigorating climate, have raised it to the first rank amongst British health resorts. If the most beautiful prospect in the world be vastly improved by a good hotel in the foreground, Pitlochry is peculiarly favoured, seeing that it not only contains one of the best hotels, but also one of the best hydropathic establishments to be found north of Stirling. The former, which for more than half a century has been known as "Fisher's Hotel," maintains an excellent reputation for its very superior and yet truly comfortable appointments. Conveniently situated close to the railway station, it overlooks extensive flower gardens, which at certain seasons afford a brilliant display of choice blossom. About a mile distant, standing on an elevated plateau that commands a magnificent prospect, and surrounded by picturesque grounds, is the "Athole Hydropathic Establishment." This palatial pile, erected at a cost of some £90,000, affords the highest class of residential accommodation, and contains a very complete series of baths. Amongst other excellent hotels are the "Scotland" and the "Craigour." Here, too, is the "Pitlochry Hydropathic Establishment." Coach services communicate with Kirkmichael and Loch Tummel. Moving onward by *Killiecrankie*, we now cross the Tilt, and approach

(For additional illustrations, see Supplementary Pictorial Pages.)

BLAIR ATHOLE,

Fares—1st, 71/9; 3rd, 38/4½. Return—1st, 133/2; 3rd, 71/10.

485½ miles from Euston. Blair Athole may be described as one of the many fair spots where the artist may linger long and with profit; while the mere rambler, in love with nature's choicest pictures, can visit the picturesque Bridge of Tilt, penetrate the recesses of its foliage-mantled glen, wander by Banvie Burn, pause at the waterfalls of Bruar and Fendes, and then ascend Tulach Hill or Ben-y-Glooc. The best hotels are the "Athole Arms" and the "Glen Tilt."



OLEN TILT.

And now we may fairly settle down for a steam ahead to *Struan*, where during the summer season a coach departs for Loch Rannoch. Climbing the Grampians, we find ourselves approaching the defile of Drumochter Pass, clear *Dalnaspidal*, and then after a stern ascent reach the highest railway level in Great Britain, not far from *Dalwhinnie*, and 1,500 feet above the sea. After clearing *Newtonmore* we come to *Kingussie*, whence during the summer a coach runs to *Fort William* and *Banavie* on the Caledonian Canal. Our next station, *Kincraig*, is succeeded by *Aviemore*. From this point extends the new and direct north-westerly route by way of *Carr Bridge*, which will considerably shorten the express mail journeys between London, the Midland Counties, and all stations south of Perth and Dunkeld. We next pass *Boat-of-Garten*, where a junction is made with the "*Great North of Scotland*" route via the Spey Valley through *Nethy Bridge*, *Grantown*, *Cromdale*, *Advie*, *Ballindalloch*, *Blacksbont*, *Carron*, and *Abertour*, to *Craigellachie Junction* for *Keith*, *Elgin*, *Banff*, and *Aberdeen*. Still onward we pass *Broomhill*, *Grantown*, *Dava*, and *Dunphail* to

FORRES

(For *Elgin*, *Keith*, *Banff*, and *Aberdeen*),

Fares—1st, 85/6; 3rd, 42/6. Return—1st, 150/-; 3rd, 85/-.

569½ miles from Euston. At Forres we make an important junction with the line that, via *Kinloss*, reaches *Alves*—where is a branch to *Burghead*—and then by *Elgin*, *Lhanbryde*, *Fochabers*, *Orton*, and *Mulben* enters *Keith*, on the road to *Aberdeen* for the Deeside Highlands. Near Forres are Randolph's Leap, Findhorn Glen, and the Culbin Sandhills; also some Runic memorials, ancient towers, and Darnaway Castle, the seat of Earl Moray. The leading hotels are the "*Royal Station*," "*Charleson's*," and the "*Cluny Hill Hydropathic Establishment*." Press—*Forres Gazette*.

Turning westward, we cross the Findhorn, and running near the southern shore of Moray Firth arrive at

NAIRN,

Fares—1st, 87/3; 3rd, 43/6. Return—1st, 150/-; 3rd, 85/-.

578¾ miles from Euston. This favourite little marine resort is pleasantly situated on the coast of Nairnshire, the county and town alike taking their name from the river, which here debouches into the sea. In addition to the usual seaside attractions of bathing and fishing, the wide sweep of sands affords a delightful promenade, while driving excursions can be undertaken to the old castles of Cawdor and Kilravock. The leading hotel is the "*Royal Marine*." Press—*Nairnshire Telegraph*. With a glimpse of distant Ben Wyvis, we now press on through *Fort George*, *Dalcross*, and *Culloden*, the battle-field of 1745, towards

INVERNESS

(For the Caledonian Canal, Strathpeffer Spa, Achnasheen, and to Strone Ferry for Portree; also for Wick and Thurso),

Fares—1st, 80/10; 3rd, 42/6. Return—1st, 150/-; 3rd, 85/-.

594 miles from Euston, on the banks of the Ness, amidst a charming assemblage of natural beauty, and with numerous avenues of communication, making it a most convenient centre for tours through the romantic Northern and Western Highlands. Probably the



ST. ANDREW'S CATHEDRAL, INVERNESS.

favourite trip from Inverness is the splendid sail down the Caledonian Canal to Banavie, Ballachulish, and Oban, conducted by Mr. David Macbrayne's excellent pleasure steamers.

The leading architectural features of the town are the Town Hall and St. Andrew's Cathedral, both of modern date, the former a remarkably striking building of fine elevation, with a noble entrance and staircase, embellished with stained glass, and leading to the Assembly Room, a spacious, well-designed area, surrounded on three sides with an original series of stained glass windows, the fourth being occupied by a music gallery, while facing the entrance

is a fine bust of Dr. Robert Carruthers, for forty-three years the well-known editor of the *Inverness Courier*. St. Andrew's Cathedral, apart from its picturesque site on the banks of the Ness, is remarkable for the soft ruddy effect produced by the red sandstone used in its construction. Its interior contains a magnificently-sculptured font and pulpit, and some good stained glass. The prevailing attraction of Inverness consists in the magnificent views from the neighbouring heights, chief of which is the prospect from Tom-na-Hurich, "the Fairies' Hill." At *Inverness Station* are refreshment-rooms, a bookstall, a postal telegraph office, and a letter-box. The leading hotels are the "Station," the "Caledonian," the "Palace," the "Royal," the "Imperial," the "Victoria," and the "Waverley" temperance hotel. (*Population*—19,214.) Weekly Press—*Highland News*, *Inverness Courier*, *Northern Chronicle*, *Scottish Highlander*.

(For an additional illustration, see Supplementary Pictorial Pages.)

Quitting Inverness, we once more travel northwards, passing *Clachnaharry*, *Bunchrew*, *Lentran*, *Clunes*, *Beauity*, *Muir of Ord*, and *Conan*, to *Dingwall*, whence we travel by a short branch to

STRATHPEFFER SPA,

Fares—1st, 20/9; 3rd, 12/10½. Return—1st, 18/3; 3rd, 8½/6.

617 miles from Euston, on the picturesque southern slopes of Ben Wyvis (3,429 feet), one of the loftiest of Scotch mountains. The principal features of this pleasant health resort are its climate and its waters, which attract numerous invalids from all parts of the United Kingdom and America. Its climate may be described as mild, but bracing; while the sulphur and chalybeate springs afford the most valuable waters in the United Kingdom for various types of blood and skin diseases, especially rheumatic gout and chronic rheumatism. Strathpeffer is supplied with good villas and hotels; also a spacious Pavilion, or Kursaal, which includes a pump-room and bathing establishment. The district is rapidly rising in favour, and has been provided with a new railway station. The leading hotels are the "Ben Wyvis," the "Spa," and the "Strathpeffer;" also "White's" and "Macgregor's," temperance hotels.

Returning to DINGWALL, we now travel westward through a fine mountain district, relieved by many a crystal loch, rugged precipice, wooded hill, or snow-capped peak, passing in our course *Achterneed*, *Garve*, whence a daily mail coach departs for *Ullapool*, a drive of thirty-two miles; *Lochluichart*, amidst charming hill and river scenery; *Achanalt*, and *Achnasheen*—"Achnasheen Hotel." The coach that departs hence for Loch Maree and Gairloch, passes through the grand Slattadale district. Its loftiest summit is Ben Slioch (3,217 feet), which affords fine views over

Loch Maree and its twenty-seven islets. The "Kinlochewe" and the "Loch Maree" are the chief hotels. *Glencarron* and *Achnashellach* stations are now succeeded by *Strathcarron*, *Attadale*, and *STROME FERRY*, for the mail steamer to

PORTREE,

Fares to Strome Ferry—1st, 9s/6; 3rd, 4s/11. Return—1st, 16s/9; 3rd, 8s/10.

704½ miles from Euston. The little island of Skye is almost



DUNVEGAN CASTLE, ISLE OF SKYE.

unsurpassed amongst the insular resorts of Great Britain for the extent of its rocks and wild mountains, which include such spots as the Quiraing Rocks, Storr Rock, the Cuchullin Hills, Seuir-na-Gilleann, Glamaig, Blaven Mountain, and the caves near Loch Slapin; while for variety we seek out the shore-girt waters of Loch Coruisk and Loch Scavaig, the depths of Glen Sligachan, and Dunvegan Castle, for centuries the solitary home of the Highland chieftains of the Macleods. The best hotels

are the "Royal," the "Portree," and the

"Caledonian."

Another noteworthy service of the "Royal Mail" is that run from Strome Ferry to the principal town in Lewis, STORNOWAY, which has the charm of being over seven hundred miles from London, possesses a shore washed by the Atlantic Ocean, and forms a delightful far-away retreat, best described by that peer

of descriptive writers, Mr. William Black, in his *Princess of Thule*. The best hotels are the "Imperial," the "Lewis," and the "Royal."

Again we return to DINGWALL, and resume our progress to the distant North, passing *Fowls*, *Novar*, and *Alness*, on our way to

Invergordon, which is succeeded by *Delny*, *Kildaly*, *Nigg*, *Fearn-Tain*, *Edderton* and *Bonar Bridge*, where is a refreshment-room. Then crossing the charming Carron Valley, we reach *Culrain*, amidst some magnificent river scenery, pass *Invershin* and come to *Lairg*, a most important mail station, being in connection with the coach to *Lochinver*, forty-nine miles distant; a second conveyance running to *Scourie*, forty-four miles away; and a third completing its journey to *Durness*, fifty-six miles northward, while on Tuesday, Thursday, and Saturday a fourth mail is despatched to Tongue, forty miles from Lairg. We now bear away by *Rogart* and *The Mound* to the coast at *Golspie*, a pretty watering place, deriving its chief attraction from Dunrobin Castle, a princely seat of the Duke of Sutherland, and clear *Brora* and *Loth* ere we touch *Helmsdale*, a fishing town. Then, turning inland, we career over moorlands by *Kildonan*, *Borrobol*, *Kinbrace*, and *Forsinard*, and approach the treeless tracts and peat lands of Caithness, clearing *Altnabreac*, *Scotscaider*, and *Halkirk*, ere we pause at *Georgemas Junction*, whence a branch departs for Thurso. The main line continues by *Bower*, *Watten*, and *Bilbster*, to

WICK,

Fares—1st, 112/-; 3rd, 53/4. Return—1st, 186/6; 3rd, 106/8.

75½ miles from Euston. The chief town of Caithness, known as "the herring capital," has its staple prosperity centred in the vast fishing interest, which during July and August employs some five hundred boats. Amongst excursions of interest are the coach drive to *Duncansby Head* and "John o' Groat's," the most northerly hotel in Britain. The General Post Office is in Bridge Street. Hotels—The "Station" and the "Caledonian." (Population—8,463.) Press—*John o' Groat Journal*, *Northern Ensign*, *Northern News*. A local train service via *Georgemas Junction* and *Hoy* affords access to

THURSO

(For the Orkney and the Shetland Isles),

Fares—1st, 110/6; 3rd, 52/8. Return—1st, 184/6; 3rd, 106/4

748 miles from Euston. Thurso, the port for the Orkney and Shetland Isles, is an attractive little town, near Thurso Castle, the seat of Sir Tollemacho Sinclair. It forms a convenient centre for visiting the rock scenery of North Scotland, its more noteworthy features being the Cleft Rock, Holborn Head, and Dunnet Head, the latter reached through a coach drive to Castleton, Dunnet, and Mey. Salmon and lobster fisheries, and the extensive quarries of Caithness paving-flags, afford the principal means of employment. The leading hotels are the "Royal," the "Commercial," and the "St. Clair." Weekly Press—*Caithness Courier*. By means of the excellent "Royal Mail" steamers belonging to the "North of Scotland,

Orkney, and Shetland Steamship Company," the traveller can travel with the mails to *Stromness, Kirkwall, and Lerwick.*

Returning to PERTH, we again diverge to the right for Dundee, a distance of twenty-one miles, with stations at Perth (*Princes Street*), KINFARNS, GLENCARSE, ERROL, INCHTURE, LONG-FORGAN, INVERGOWRIE, and MAGDALEN GREEN, ere we reach

DUNDEE, *West Station*

Fares—1st, 6/7; 3rd, 3s/9. Return—1st, 12s/3; 3rd, 6s/5.

84 miles from Glasgow. Dundee, the principal town of Forfarshire, and one of the chief manufacturing centres of Scotland, is likewise remarkable for the extent and wealth of its educational endowments. Situated in a commanding position on a terrace of land overlooking the estuary of the beautiful Tay, the city is most advantageously placed for mercantile prosperity. Its staples are the jute manufacture, the linen trade, and shipbuilding. The harbour and docks accommodate a vast tonnage of shipping belonging to the port, which has extensive interests in the seal and whale fisheries. The fine tower of St. Mary's is the principal example of ancient Gothic architecture. Dundee possesses several imposing modern buildings, including the Royal Exchange, the Court House, the Royal Infirmary, the University College, the High School, the Morgan Hospital, and notably the Albert Institute—comprising accommodation for the free library, museum, and art collections—a magnificent design by Sir G. G. Scott. Its latest addition, the Victoria Gallery, was built in commemoration of the Queen's Jubilee. Baxter Park is a pleasant area of ornamental grounds presented by private munificence, while Balgay Park is another beautiful pleasure-ground. The noted land-mark "Dundee Law," 525 feet in height, commands an extensive prospect. The General Post Office is at the top of Reform Street. Markets are held on Tuesday and Friday. Wednesday is an early-closing day. The railway station is supplied with a letter-box, a telegraph office, and a bookstall. Amongst the leading hotels are the "Queen's" and the "Royal," also Lamb's Temperance hotel. (*Population*—153,066.) *Daily Press*—*Dundee Advertiser, Dundee Courier, Evening Telegraph.* *Weekly*—*Dundee Weekly News, People's Journal.*

Once more at PERTH, we now start on our journey to Aberdeen, and note the Crieff branch bearing away on our left towards CRIEFF. Speeding northward by LUNCARTY, STRATHORD, and STANLEY JUNCTION, we part company with the "*Highland Railway*," and then by CARGILL and WOODSIDE reach COUPAR-ANGUS, for the branch to

BLAIRGOWRIE,

Fares—1st, 69/4; 3rd, 38/1½. Return—1st, 127/9; 3rd, 71/7.

470 miles from Euston. Blairgowrie is an attractive centre for tourists owing to its situation on the coach-road between Dunkeld and Braemar. This fine drive through the picturesque Spittal of Glenshee, with its grand views over the Grampians, is one of the favourite trips in the Highlands. The "Queen's," the "Royal," and the "Station" are the leading hotels. (*Population*—3,714.) Press—*Blairgowrie Advertiser*.

Leaving COUPAR-ANGUS, we clear ARDLER, and come to ALYTH JUNCTION, where a branch extends towards ALYTH, within reach of charming scenery. Hotel—The "Airlie Arms." Eastward from Alyth Junction is a branch which affords access to DUNDEE (*West*). Through EASSIE and GLAMIS we now reach

FORFAR(*For Kirriemuir and Dundee*),

Fares—1st, 70/6; 3rd, 38/8. Return—1st, 130/3; 3rd, 72/9.

482½ miles from Euston. The ancient town of Forfar, once the home of a royal race, is now principally remarkable for the extent of its manufactures. The General Post Office is in East High Street. Two branch services emanate from its railway station, one for Kirriemuir, a favourite district for grouse shooting; and the other towards DUNDEE (*East Station*). A letter-box and a telegraph office are on the up platform. Hotels—the "County," the "Royal," and the "Star." (*Population*—12,057.) Press—*Forfar Herald*, *Forfar Review*.

Turning eastward, we soon pass CLOCKSBRIGGS, AULDBAR, and GUTHRIE JUNCTION, through which a line diverges *via Frioekheim, Leysmill, and Colliston*, to

ARBROATH,

Fares—1st, 68/8; 3rd, 37/6. Return—1st, 128/3; 3rd, 71/6.

58 miles from Aberdeen. Arbroath, a prosperous seaport, is noted for its tanneries, flax-mills, and jute-works. In the town are several public buildings and churches, also a ruined abbey. Here is the "Imperial Hotel." A continuation of the railway affords direct communication with DUNDEE (*East Station*). (*Population*—22,806.) Press—*Arbroath Guide*, *Arbroath Herald*.

Running northward, we clear FARNELL ROAD, and pause at the BRIDGE OF DUN, which is connected by a branch with

BRECHIN,

Fares—1st, 71/6; 3rd, 39/-. Return—1st, 133/-; 3rd, 73/5.

502½ miles from Euston. In bygone days Brechin, now a manufacturing town, possessed a stately cathedral, of which but a

portion remains, this being now used as the parish church. The adjoining round tower is one of the two to be found in Scotland. Here is the "Crown Hotel." (*Population*—8,955.) *Press*—*Brechin Advertiser*.

Running forward, we next arrive at DUBTON JUNCTION, whence a short branch of three miles brings us to

MONTROSE,

Fares—1st, 71/6; 3rd, 30/-. Return—1st, 133/-; 3rd, 73/5.

504½ miles from Euston. Montrose is principally connected with the shipping, fishing, or manufacturing interests. The town is noteworthy for its public buildings, churches, and good hotels. (*Population*—13,048.) *Press*—*Montrose Review*, *Montrose Standard*.

Once more we resume our journey on the main line, clearing CRAIGO, MARYKIRK, LAURENCEKIRK, FORDOUN, and DRUM-LITHIE, ere we reach STONEHAVEN—a pleasant little fishing town and a salubrious watering-place—MUCHALLS, NEWTONHILL, PORT-LETHEN, COVE, and then, after crossing the Dee, enter

ABERDEEN

(For *Fraserburgh*, *Peterhead*, *Alford*, *Macduff*, *Huntley*, *Keith*, *Banff*, *Elgin*, and *Inverness*; also via *Ballater* for *Balmoral* and *Braemar*),

Fares—1st, 78/6; 3rd, 40/-. Return—1st, 133/6; 3rd, 78/9.

539½ miles from Euston. Aberdeen, the "Granite City" of Scotland, is widely celebrated for its ancient educational foundations, also for the extent of its maritime and commercial interests. It is divided into the Old and the New town, the former being on the Don, about a mile from the latter, which occupies the left bank of the Dee. Its trade is chiefly connected with shipbuilding, granite quarries, large textile, paper, and comb factories, and an extensive salmon fishery. The docks are usually crowded with shipping.

Union Street, the principal thoroughfare, about a mile in length, forms a noble avenue of public buildings and dwelling-houses. Here are many features of interest, including a fine statue to the late Prince Consort, placed near to the Deuburn Gardens, and opposite the lofty elevation of the "Palace Hotel;" the magnificent pile known as the County and Municipal Buildings; and the fine Greek facade leading to the East and West Churches; also the Market Hall. The Market Hall and the General Post Office are in Market Street, where also is a marble statue of the Queen. A corn market is held on Friday, and Saturday is an early-closing day. The ancient Market Cross, close by the statue of the last Duke of Gordon, in Castle Street; the extensive buildings of the University at Marischal College, the Art Gallery, Gray's Art School, and Robert Gordon's College, are all worthy of commendation. The

charming expanse of Duthie Park was opened by H.R.H. the Princess Beatrice. Amongst noted features of adjacent scenery is the celebrated "Brig o' Balgownie."

Turning to the old city, we find little to remark in its quiet streets, for beyond the Cathedral and King's College, founded A.D. 1500-06, it has nothing of surpassing interest. Ere leaving this gray city of the North we should remind our readers of the many honoured names which it has contributed towards the arenas of letters, art, divinity, philosophy, medicine, and military science. Thus amongst its most noteworthy sons we may count such men of genius as Professor John Stuart Blackie, Professor Alexander Bain, Principal Anderson, Professor Masson, Professor W. G. Blaikie, and Professor Geo. Croom Robertson; also John Hill Burton, the Scottish historian. Jameson, the Scottish Vandyck; William Dyce, R.A.; John Phillip, R.A.; Sir George Reid, P.R.S.A.; and Sir John Steell, R.S.A., also hail from Aberdeen. Neither should we forget that Dean Ramsay, Dr. John Cumming, Dr. John Abercrombie, Dr. James Matthews Duncan, Sir Andrew Clark, and Professor Ferrier, alike have proceeded from the city of the Dee. Sir James Erasmus Wilson, General Sir Donald Martin Stewart, Lieut.-Col. A. W. Baird, and Mr. Archibald Forbes may be counted amongst the graduates of Aberdeen's ancient University.

At *Aberdeen Station* are a letter-box, a telegraph office, a book-stall, and refreshment-rooms. The chief hotels are the "Palace" (which adjoins the railway station, and is managed by the Company), the "Imperial," the "Grand," and the "Douglas," with the "Forsyth" and the "Bath" temperance hotels. (*Population*—112,923.) *Daily Press*—*Aberdeen Free Press*, *Aberdeen Evening Express*, *Aberdeen Evening Gazette*, *Aberdeen Journal*. *Weekly*—*Aberdeen Herald*, *Aberdeen Weekly Journal*, *Aberdeen Weekly News*, *People's Journal*.

One of the most important connections of the "Royal Mail West Coast Route" occurs at Aberdeen station, where the "*Caledonian Railway*," uniting with the "*Great North of Scotland*" system, furnishes a picturesque through route *via* the new Moray Firth Coast line, or *via* Keith to Elgin; and thence over the "*Highland Railway*," through Forres and Nairn to Inverness, for Strathpeffer Spa, Strone Ferry, Wick, and Thurso. The authorised capital of this company is £5,563,834, while its main line and branches extend over 315½ miles of permanent way. Amongst the principal towns within its area are Aberdeen, Elgin, Keith, Banff, Peterhead, Fraserburgh, and Huntley, but the more noteworthy of its many attractive tourist services is undoubtedly that of the Dee-side branch, which traverses the delightful scenery in the valley of the Dee, and affords a road that is frequently traversed by the

"Royal Train," in which the Queen travels to and from Ballater, the nearest station to Balmoral Castle, her favourite Scottish home.

Quitting Aberdeen for the main line to Elgin, we pass *Kittybrewster*, *Woodside*, and *Buzburn*, en route to *Dyce Junction*, where the Buchan section diverges northward by *Parkhill*, *Newmachar*, *Udny*, *Logierie*, and *Esslemont*, to *Ellon*—famed for its remark-



BEN MACDHUI.

(From a photograph by Messrs. J. Valentine & Sons, Dundee.)

able rock scenery and ancient castle—and thence through *Arnage* and *Auchnagatt* to *Maud Junction*. Here a branch passing through *Brucklay*, *Strichen*, *Mormond*, *Lonmay*, and *Rathen*, reaches *FRASERBURGH*, a fishing town on the shores of the North Sea. The "Saltoun" is the principal hotel. From *Maud Junction* the line extends through *Mintlaw*, *Longside*, *Newseat*, and *Inverurie*, to *PETERHEAD*, an ancient seaport and fishing centre. The leading hotels are the "Royal," the "North Eastern," and "Laing's."

Returning to the main route, we proceed by *Pitmedden* and *Kinaldie* to *Kintore Junction*, for a branch serving *Kemnay*, *Mony musk*, *Tillyfourie*, *Whitehouse*, and *ALFORD*, a favourite headquarters for grouse-shooting. *Inverurie Junction* has a branch through *Lehenty* to *OLDMELDRUM*. At *Inveramsay Junction* another branch by *Wartle*, *Rothie-Norman*, *Fyvie*, *Auchterless*, *Turriff*, *Plaidy*, *King Edward*, and *Banff Bridge*, extends to *MAC-DUFF*, an attractive seaport. The chief hotel is the "Fife Arms."

Again on the trunk line, we soon clear *Pitcaple*, *Oyne*, *Insch*, *Wardhouse*, *Kennethmont*, *Gartly*, and *HUNTLEY*. Passing *Rothiemay*, we approach *Grange Junction*, where the main route turns northward, but before continuing our direct journey to *Inverness* we propose to note the subsidiary services that centre westward at

KEITH

(For *Craigellachie Junction*, *Boat of Garten*, and *Portessie*),

Fares—1st, 87/5; 3rd, 42/3. Return—1st, 146/11; 3rd, 85/-.

593 miles from Euston. The principal interests of Keith are connected with woollen manufactories and distilleries. Numerous veins of traffic proceed from this station, notably the southern line to *Elgin*, leading by *Earlemill*, *Auchindachy*, *Drummuir*, and *Dufftown*, to *CRAIGELLACHIE JUNCTION*, where, diverging by the *Strathspey* section, we may, through magnificent river scenery, pass *Aberlour*, *Carron*, *Blackboat*, *Bullindalloch*, *Advie*, *Cromdale*, *Grantown*, and *Nethy Bridge*, ere joining the "*Highland*" system at *Boat-of-Garten Junction*. The continuation of the through route is by *Dandaleith*, *Rothies*, and *Longmorn*, to *ELGIN*. The "*Highland Railway*" also enters Keith, and has a branch *via Forgie*, *Enzie*, *Drybridge*, *Rathven*, and *Buckie*, to *PORTESSIE*. At the station are a letter-box, a telegraph office, a bookstall, and a refreshment-room. Hotels—the "Queen's" and the "Gordon Arms."

Resuming our direct express journey at *Grange Junction*, we run through *Knock*, *Glenbarry*, and *Cornhill*, to *Tillynaught Junction*, whence by *Lady's Bridge* we reach *BANFF*. Again on the main line we pass *Glassaugh*, *Tochieneal*, *Cullen*, *Portknockie*, *Findochty*, *Portessie*, *Buckie*, *Buckpool*, *Port-Gordon*, *Fochabers*, *Garmouth*, *Urquhart*, and *Calcuts*, en route to

ELGIN

(For *Lossiemouth*),

Fares—1st, 87/3; 3rd, 42/6. Return—1st, 146/8; 3rd, 85/-.

627 miles from Euston. The city of *Elgin* is noteworthy not only for the beautiful ruins of its fine old cathedral, but has within a few miles the remains of *Pluscarden Abbey*. The town contains

the handsome buildings of Anderson's Institution, the Public Hall, the Museum, and Elgin Academy. The "Station" and the "Gordon Arms" are the leading hotels. Press—*Elgin Courier*, *Moray Express*. A branch leads to *Lossiemouth*; while westward we can, through *Alves*, *Kinloss*, *Forres*, *Brodie*, *Nairn*, *Fort George*, *Dalcross*, and *Culloden*, reach *INVERNESS*.



ABERGELDIE CASTLE.

(From a photograph by Messrs. G. W. Wilson & Co., Aberdeen.)

Returning to Aberdeen, for a trip over the Deeside Branch, we pass by *Ruthrieston*, *Cults*, where is the Deeside Hydropathic Establishment; *Murtle*, *Milltimber*, *Culter*, *Drum*, *Park*, and *Crathes*, to *BANCHORY*, where the "Burnett Arms" is the leading hotel. Through *Glassel*, *Torphins*, *Lumphanan*, *Aboyne*, *Dinnet* and *Cambus o' May*, we next reach *BALLATER*, a Highland village containing a good hotel in the "Invercauld Arms." Here we may join the coach which passes Abergeldie, the Highland

residence of the Prince of Wales; Balmoral Castle, the beautiful Scottish home of Britain's Queen; and the little parish church of Crathie, oftentimes attended by Her Majesty. Then perceiving the monarch of these mountain realms, Lochnagar, towering 3,786 feet above the ocean, we speed through the verdant forest of Ballochbuie to far-famed BRAEMAR, 18 miles from Ballater. Picturesque



BALMORAL CASTLE.

(From a photograph by Messrs. G. W. Wilson & Co., Aberdeen.)

Braemar embraces the Queen's Drive, the Garrawalt Falls, the Linn of Quoich, the Falls of Corriemulzie, the Old Bridge of Invercauld, and the charming Linn of Dee. Mountain climbers will doubtless resort to those giants among the Grampians, Cairn Gorm and Ben Macdhui; while others of less ambitious aims will probably take the long coach drive through the beautiful Spittal of Glenshee to Blairgowrie and Dunkeld. The leading hotels of Braemar are the "Fife Arms" and the "Invercauld Arms."



MAP
OF THE
ENGLISH LAKE DISTRICT,
IN
DIRECT CONNECTION
BY THE
EXPRESS SERVICES
OF THE
London and North Western Railway
WITH
LONDON
(Euston, Broad Street, Victoria),
OXFORD, WEYMOUTH, HUDDERSFIELD,
CAMBRIDGE, BRISTOL, PRESTON,
NORTHAMPTON, CARDIFF, CARLISLE,
LEICESTER, SWANSEA, EDINBURGH,
LEAMINGTON, DUBLIN, GLASGOW,
BIRMINGHAM, CHESTER, DUNDEE,
WOLVERHAMPTON, LIVERPOOL, ABERDEEN,
PLYMOUTH, MANCHESTER, INVERNESS,
AND ALL PARTS OF
ENGLAND, WALES, SCOTLAND, AND IRELAND,
ALSO WITH
PARIS AND THE CONTINENT.

BOWNESS
IS CHARMINGLY
SITUATED ON THE
MARGIN OF THE
WORLD-RENOVED
LAKE
WINDERMERE.

THE ENGLISH LAKES.

THE
ATTRACTIONS
OF

THOSE WHO ARE
ABOUT TO
VISIT THE LAKES
SHOULD CONSIDER
THE ATTRACTIONS
OF
BOWNESS.

BOWNESS-UPON-WINDERMERE

AS A CENTRE FOR VISITING THE LAKE DISTRICT.

CONVENIENCE.—Owing to its favourable position, Day Excursions may be made by rail, road, and water to all the chief places of interest in the district.

SCENERY.—The neighbourhood embraces the most charming scenery, with delightful walks and drives.

BOATING.—There are over 200 Pleasure Boats, all fully licensed, upon the Lake.

YACHTING.—Bowness is the headquarters of the Windermere Yacht Club.

COACHING.—Four-in-hand Coaches leave the Hotel daily for Coniston, Ullswater, etc.

ON THE MARGIN
OF
LAKE WINDERMERE.



THE OLD ENGLAND HOTEL.

WHERE
TO STAY.



OMNIBUSES
attend all
trains, and
also at the
Steam Yacht
Pier,
Bowness
Bay, to
meet
trains
entering
the
district
from
Lake
Side.

This
well-
appointed
Hotel,
patronised
by the
Nobility
and best
English and
American
families, is
open for the
reception of
visitors. The
cuisine is
excellent, and
the cellars are
stocked with
choice vintages.

BILLIARDS.
HOT & COLD BATHS.
LAWN TENNIS, &c.



THE "OLD ENGLAND" HOTEL, BOWNESS.
(From a photograph by Mr. Pettit, Keswick.)

TABLE D'HÔTE
DAILY AT 7.30.

Visitors are requested to
note that Windermere Station
is $1\frac{1}{4}$ miles from Windermere Lake.

TARIFF ON APPLICATION.

Under the personal management of the Proprietress, MRS. RICHARDS.

THE ENGLISH LAKE DISTRICT SERVICES.

OXENHOLME, KENDAL, WINDERMERE, AND BOWNESS EXPRESSES.
PENRITH, ULLSWATER, KESWICK, AND WHITEHAVEN EXPRESSES.
CARNFORTH, LAKESIDE, BARROW, AND CONISTON EXPRESSES.

SECTION III.—LONDON (*Euston, Broad Street, and Victoria*), OXFORD, CAMBRIDGE, BIRMINGHAM (*New Street*), PLYMOUTH, TORQUAY, EXETER, TAUNTON, BRISTOL, CARDIFF, SWANSEA, DUBLIN, CHESTER, LIVERPOOL (*Lime Street or Exchange*), MANCHESTER (*Exchange or Victoria*), LEEDS, ABERDEEN, INVERNESS, GLASGOW, EDINBURGH AND CARLISLE TO THE ENGLISH LAKE DISTRICT:—*via* OXENHOLME TO KENDAL, AND TO WINDERMERE FOR BOWNESS, LAKE SIDE, AMBLESIDE, AND GRASMERE; *via* PENRITH TO ULLSWATER, KESWICK FOR DERWENTWATER AND BORROWDALE, WORKINGTON, MARYPORT, AND WHITEHAVEN; AND *via* CARNFORTH TO GRANGE-OVER-SANDS, ULVERSTON, LAKE SIDE, BARROW, CONISTON, SEASCALE, AND WHITEHAVEN.

NE of the chief amongst the many attractions which the "London and North Western Railway" offers to the tourist brotherhood is the fact of its intimate connection with all parts of the beautiful English Lake District. Thus a tourist ticket over the "North Western" system practically permits the traveller to approach the Lake Country either *via* Carnforth, *via* Oxenholme, or *via* Penrith. It will be evident that from London to Lakeland is about as strange and delightful a transmigration as can well be imagined, and yet, thanks to the travelling facilities that distinguish this nineteenth century, the tourist can in the course of seven hours be comfortably conveyed from the busy precincts of the Metropolis to the still shores of Windermere. Passengers from Bristol, Cardiff, and Swansea can travel *via* Shrewsbury and Crewe; while residents in Liverpool (*Lime Street*) and Manchester (*Exchange*) may by express services which run *via* Wigan arrive at Windermere in from two and a half to three hours. Similar services also depart from the "Lancashire and Yorkshire"

stations at Manchester (*Victoria*) and at Liverpool (*Exchange*). Equally expeditions and delightful are the direct journeys from Plymouth, Birmingham, Wolverhampton, Edinburgh, Glasgow, or the North; so that the scenic treasures of lakes, rivers, fells, and mountains stored within the comparatively circumscribed area of Westmorland and Cumberland are now easily accessible to every tourist with sufficient leisure and means to enjoy a restful week in the romantic regions of the Lakes. Again would we remind our readers that the railway approaches to the Lakes are three in number—namely, by the junctions at Carnforth, Oxenholme, and Penrith, each of these stations being on the main line of the "*London and North Western Railway*," and therefore in direct communication with all parts of England, Ireland, Wales, Scotland, and the Continent. We will now describe the route from London, the Midland Counties, the West of England, and Lancashire, to Windermere, the railway centre of the English Lake district.

LEAVING Euston, we proceed over the main line as far as **OXENHOLME JUNCTION**, where we diverge to the left for

KENDAL,

Fares—1st, 35/4; 2nd, 27/8; 3rd, 20/10. Return—1st, 70/6; 2nd, 54/9; 3rd, 41/8.

251½ miles from Euston. Kendal is an important market town, seated on the banks of the Kent, and busily engaged in the manufacture of carpets and woollen goods, which industries were commenced by some emigrants from Flanders in the reign of Edward III., one of whom established a manufactory for the coarse but celebrated cloth once known as "*Kendal Green*." It is also remarkable for the production of tobacco and snuff, fish-hooks, and boots and shoes; whilst its position has made it an important centre for dairy produce, especially butter, several tons of which are weekly despatched to the great towns of Lancashire and Yorkshire. Chief of its public buildings is the noble parish church of Holy Trinity, a magnificent Gothic structure, with a square embattled tower, nave, and five aisles, reputed to be one of the longest parish churches in England. Kendal possesses a Free Grammar School, founded in the sixteenth century, and holding no fewer than nine University scholarships. In the neighbourhood are the ancient ruins of Kendal Castle, the picturesque walks known as the *Serpentine*, and the lofty height of *Scout Scar*, commanding pleasing views. The General Post Office is in *Finkle Street*. A corn market is held on Saturday, and Thursday is an early-closing day. A bookstall is on each platform. Hotels—The "*King's Arms*," and the "*Commercial*." (*Population*—14,430.) Press—*Kendal Mercury*, *Kendal and County News*, *Westmorland Gazette*.

Quitting Kendal, we cross the Kent, and run by BURNESIDE to STAVELEY. Again we speed onwards, skirting grassy downs and wooded heights, or sweeping through cuttings, with many pleasant glimpses of scenery, until on our left looms a blue range of distant mountains, with a foreground of thickly-timbered hills. Between this mass of luxuriant foliage we gain glimpses of a shimmering lake, and thus reach

WINDERMERE

(For Bowness, Lake Side, Ambleside, and Grasmere),

Fares—1st, 37/-; 2nd, 28/6; 3rd, 21/6. Return—1st, 73/4; 2nd, 53/6; 3rd, 43/-.

259½ miles from Euston, 253½ from Bristol, 156 from Birmingham, 85½ from Liverpool, and 83½ from Manchester. The village of Windermere, which occupies an elevated site, sheltered by the summit of Orrest Head, is chiefly noteworthy for its well-kept roads, pretty detached villas, and a modern church. Nowhere can we sooner obtain comfortable accommodation, or enjoy with it such charming scenes of beauty on winding lake or sloping fell. Windermere—the natural entrance to the Lake District—is a most convenient centre for countless walking, driving, or sailing excursions throughout the attractive scenery of Westmorland or Cumberland. Our first thought must be given to Windermere, which is some ten and a half miles in length. From whatever point it may be viewed, the lake is entrancingly beautiful. By climbing the neighbouring hills, and notably Orrest Head, which is close to the station, we may gain many a pleasing prospect over its peaceful waters, decked with fair green islets, amongst which Belle Isle reigns supreme. Here, too, we may trace such famous landmarks as Biscay How, the Ferry Nab, and Storrs Pier, with many a miniature promontory or tiny bay bordered with bright verdure and grand old trees. Over the slopes are scattered numerous pleasant mansions, including Brathay Hall, Wray Castle, and Storrs Hall, with its memories of the day in 1825 when Scott, Southey, Wordsworth, Wilson, and Canning joined in the miniature regatta that commemorated the coming of “the Great Northern Minstrel,” an event which has been graphically described by the pens of Lockhart and Professor Wilson. At Elleray is still the cottage once inhabited by “Christopher North” during his residence at Windermere. Above all rise the distant mountains. Looking to the west we may trace the Old Man of Conistone (2,633 feet) and Wetherlam (2,502 feet); then sweeping round the horizon we see the renowned Langdale Pikes (2,401 feet) near Bowfell (2,960 feet), or the yet more distant Great Gable (2,949 feet) and the regal heights of Scafell (3,210 feet); while coming nearer on the right are Loughrigg (1,101 feet), Nab Scar (1,000 feet), Fairfield (2,863 feet), Wansfell Pike (1,581



WINDERMERE.

feet), High Street (2,663 feet), and Ill Bell (2,476 feet) proudly towering aloft, overlooking the luxuriant valleys. Amongst the favourite pedestrian excursions that may be undertaken from Windermere are the mountain rambles over Garburn Pass (1,450 feet) to Kentmere, near which stands the quaint old mansion of Kentmere Hall, in 1517 the birthplace of that worthy reformer Bernard Gilpin, the great "Apostle of the North," who has been meetly described as "the most candid, the most wise, the most unceasingly active, the most delicately scrupulous, the most unselfish of men." Hence the track is continued by Harter Fell, Ill Bell, and Froswick until it rises over Nan Bield (2,050 feet) towards Haweswater. Another delightful walk leads through Troutbeck and over Kirkstone Pass to Brothers Water and Ullswater.

Close to the station—which owns a refreshment-room and a bookstall—is "Rigg's Hotel," commanding charming and extensive views of the lake and its surroundings. In connection with this particularly homely and comfortable hotel a very complete service of coaches is run from the railway station to all parts of the Lake District. The chief routes are *via* the *Lowood Hotel, Waterhead Steamer Pier, AMBLESIDE, GRASMERE, Wythburn, and Dale Head* to *KESWICK (Coach Office)*, and thence to *Keswick Station*; *via Kirkstone Pass and Patterdale* to *ULLSWATER LAKE*; *via Bowness to Hawkshead* and *CONISTON*; and *via Bowness and Waterhead* to *DUNGEON GILL* and the *LANGDALES*. Reliable handbooks to the beauties of Lakeland have been penned by Mr. M. J. B. Baddeley, B.A., and we may likewise commend Jenkinson's newly revised edition, while Prior's is a capital guide for pedestrians. In the Ambleside Road is the General Post Office. (*Population—1,504.*) Press—*The Lakes Chronicle*.

(For additional illustrations of Windermere, see *Panoramic Map*, page 118.)

Descending the road that leads to the shore of the lake, we may here find yachts and rowing-boats; or we can join the steamers that, *via Bowness Pier*, communicate either southward with *Lake Side*, or northward with *Ambleside*, on the route to *Keswick*.

BOWNESS-UPON-WINDERMERE

is a pleasantly-scattered little place on the shores of Windermere. With its ancient but recently-restored church, miniature park of Biscay How, and its surroundings of numerous good villas interspersed with some excellent hotels, it forms an exceedingly popular Lake resort. Visitors to Bowness will doubtless notice that upon the margin of Lake Windermere, and overlooking its waters, is the imposing edifice of the "*Belsfield Hotel*," which, although but recently opened, may justly lay claim to a premier position among

the leading hotels of the neighbourhood. This palatial building—originally erected as a private mansion—stands within no fewer than eight acres of charmingly designed and well-wooded grounds that are remarkable as vantage-points for some of the most picturesque views. The interior has been superbly decorated, the ceilings and mural embellishments being really remarkable as



WINDERMERE.

(From a photograph by Messrs. Poulton & Sons, London.)

works of art, while equal taste has been displayed in the details of the costly furniture. Indeed, such handsome surroundings are rarely to be met with at hotels either in or out of London. The well-known "Old English Hotel" is another of those high-class family hostelrys which maintain an unblemished reputation for refined comfort. Its charming and central situation, combined with the able management of its proprietress, have conduced to its

general recognition as a favourite sojourning-place. Other noteworthy hotels are the "Royal," the "Crown," and the "New Ferry;" also the "Windermere Hydropathic Establishment." (Population—2,062.)

(For additional illustrations of Bowness, see Panoramic Map, page 118; also the Map of the English Lake District.)



KIRKSTONE PASS.

(From a photograph by Messrs. Poulton & Sons, London.)

At Bowness, if our time be short and we yet wish to penetrate the recesses of the countryside, we cannot do better than join the Keswick coach, which proceeds by LOW WOOD, where is a good hotel, AMBLESIDE, GRASMERE, WYTHBURN, and DALE HEAD to KESWICK, a distance of twenty-one miles, over one of the most enjoyable and picturesque roads which can be found throughout England. Another popular service is that of the Ullswater coach, which travels by the Vale of Troutbeck and over Kirkstone Pass

to PATERDALE; while a third delightful drive is that which leads by the Ferry, Esthwaite Water, and Hawkeshead to CONISTON. One of our first destinations should be by the Keswick coach to

AMBLESIDE,

a quaint but yet thriving little town planted near the head of Windermere, and forming one of the most convenient of tourists' centres. Situated in the charming valley of the Rothay, and sheltered by Wansfell Pike (1,597 feet) and its adjoining fells, Ambleside comprises a handsome modern church, many old and some interesting new buildings, well-appointed lodging-houses, and good hotels, the chief of these latter being the "Salutation," the "Queen's," the "Waterhead," and the "White Lion." (*Population*—2,360.) Its surroundings teem with natural beauties, and afford endless materials for short rambles or longer excursions. Amongst the more noteworthy destinations are the magnificent waterfall of Stockgill Force (100 feet), the Rydal Falls (60 feet), Scandale Beck, and the Rothay Bridge. Within a convenient distance are the attractive slopes and views of Red Screes (2,541 feet), Wansfell (1,597 feet), Loughrigg (1,101 feet), Nab Scar (1,000 feet), and Fairfield (2,863 feet), the modest lake of Elter Water, Colwith Force (45 feet), Skelwith Force, and the distant heights, rocks, passes and tarns of the Langdale Pikes, Harrison Stickle (2,401 feet), and Pike o' Stickle (2,323 feet), and the famed waterfall of Dungeon Gill (60 feet), where—

"Into a chasm a mighty block
Hath fallen and made a bridge of rock.
The gulf is deep below."

From the hotels at Dungeon Gill a road extends towards the Shire Stones, near Wrynose Pass (1,270 feet), that mark the junction between the counties of Westmorland, Cumberland, and Lancashire. This pass leads to Pike o' Blisco (2,323 feet) and Cold Pike (2,259 feet). Here, too, are the mountains of Bowfell (2,960 feet) and Crinkle Crags (2,816 feet). Another grandly rugged mountain track is that which by Stake Pass (1,570 feet) and Esk Hause Pass (2,370 feet) extends to Wasdale Head. By Hardknott Pass (1,290 feet) tourists can reach Eskdale. Neither should we forget Brathay Bridge and the rugged slopes of the Tiberthwaite slate quarries.

(For an illustration, see Panoramic Map, page 118.)

One of our first walks should be to

RYDAL MERE,

a little lake some three-quarters of a mile in length, nestled in the heart of the hills, and studded with tiny islets of emerald hue. Here,



RYDAL MERE.

too, are we in the classic precincts of Wordsworth's poetic genius, and near Rydal Mount, the pretty villa where, until his death on the 23rd of April, 1850, he passed some thirty-seven years of seclusion, a period that gave birth to many of his graceful lines in praise of his loved Westmorland and her glorious array of waters, mountains, woods, fells, and



waterfalls. Close at hand is Fox How, the holiday home of good Dr. Arnold, whose life-work at Rugby from 1827 to 1841 initiated a new and brighter administrative era for the great public schools of England. Fox Ghyll was the Lakeland residence of the Right Hon. W. E. Forster, the statesman who in 1870 carried the National Education Bill through the House of Commons, and likewise in 1872



RYDAL MOUNT.

successfully advocated the Ballot Act. Nearer Ambleside, at the Knoll, lived Miss Harriet Martineau. At Dove Nest, still closer to Windermere, resided the poetess Mrs. Hemans. Continuing our excursion, we reach

GRASMERE,

where, in the green graveyard that surrounds the quaint church, is the peaceful resting-place of Lakeland's aged bard, William Wordsworth. Near his grave rest the remains of his beloved daughter "Dora," and those of her husband, the promising Edward Quillinan, while not far distant is a memorial to Hartley Coleridge,

At Grasmere, from 1808 to 1830, was the cottage home of Thomas De Quincey, whose graphic "Confessions of an English Opium-Eater" ranks amongst the standard works produced during the early years of the century. Here, too, his frequent intercourse with Wordsworth, Wilson, Southey, and Coleridge furnished materials for his clever articles on the Lake School of Poets.



GRASMERE CHURCH.

Grasmere itself is a small sheet of water about a mile in length, with a solitary tree-crowned island, and surrounded by mountains, yet owing much to the indescribable diversity of its immediate and distant landscape. Several mountains are here easily accessible, and besides those already mentioned let us add Bowfell (2,960 feet), Crinkle Crag (2,816 feet), Heron Pike (2,005 feet), Seat Sandal (2,415 feet), and Helvellyn (3,118 feet). The Grisedale Pass (1,929 feet) affords a mountain track to Patterdale, and on the route to Keswick is the celebrated Dunnail Raise (780 feet), that marks the boundary between Westmorland and Cumberland.

On the margin of the lake stands the well-known "Prince of Wales Hotel," which has enjoyed the patronage of members of the Royal Family. Possessing all the characteristic features of a high-class hostelry, it may safely be commended as a comfortable and homely place of sojourn. The "Rothay" is another hotel of a similar class. Here, too, are the "Red Lion" and the "Swan." (*Population*—1,016.)

(For an additional illustration, see *Panoramic Map*, page 118.)

Striking across the country by a steep mountainous and wild road, and traversing many a bleak fell, or skirting the shores of the still mountain tarns and miniature lakes, such as Brothers Water, Hayes Water, Blea Water, and Small Water, we come to the somewhat unfrequented and yet attractive

HAWESWATER,

which is 584 feet above sea-level, and about two and a half miles long. It is bordered by mountain ranges; Kidsty Pike (2,560 feet), High Street (2,663 feet), with its elevated little Tarn of Blea Water, High Raise (2,634 feet), Wallow Crag, and Whelter Crag, being among the more remarkable summits. The greater beauties of Haweswater cluster around its head, known as Mardale Green, with Harter Fell (2,500 feet) close by, while the small but picturesque beck of Fordendale, with its charming cascades, falls as a silvery stream over the green hillside. Three mountain passes, respectively known as Nan Bield (2,050 feet), Gatescarth (1,900 feet), and Garburn (1,450 feet), afford the means of communication with Windermere.

RETURNING to OXENHOLME JUNCTION, upon the main line to Scotland, we now travel northward to GRAYRIGG, and thence speed through the picturesque Lune Valley to TEBAY. Climbing a steep gradient, we then come to SHAP, whence we travel *via* CLIFTON AND LOWTHER to PENRITH—a second entrance to the Lake District, and mostly used by passengers from the North—whence a branch, diverging from the main line, turns off to the left, and leads through several small stations to Keswick, Cockermouth, Workington, and Whitehaven. Presuming that we are approaching Penrith from the South, we should pass OXENHOLME JUNCTION—the station where passengers exchange trains for Kendal and Windermere—and thence travel by way of GRAYRIGG, LOW GILL JUNCTION—for Sedbergh and Ingleton—TEBAY JUNCTION, SHAP, and CLIFTON AND LOWTHER to PENRITH (for KESWICK, COCKERMOUTH, WORKINGTON, MARYPORT, and WHITEHAVEN). Before continuing our journey we will make a brief detour, that will enable us to visit

ULLSWATER,

which is seven and a half miles in length, and in size ranks next to Windermere, and in its three stages or reaches of scenery possesses an ever-ascending scale of beauty and grandeur. The best mode of travelling is to leave by one of the four coaches which run daily from Penrith station during the months of June, July, August, and September, and arrive at Pooley Bridge, on the shores of Ullswater, in about fifty minutes. Here we can join the steam yacht *Lady of the Lake*, and soon may be gliding between a glorious vista of richly-wooded mountains and precipitous rocks, or coasting leafy islands, and yet remain within easy reach of Gowbarrow Park with its grassy slopes, amidst which are the ivy-mantled remains of Lyulph's Tower, not far from the superb fall of Aira Force (70 feet). All around Patterdale, the landing-place and termination of our voyage, is grouped a mass of mountains, St. Sunday Crag (2,756 feet) and Place Fell (2,154 feet) being pre-eminent for height, and the foliage-covered Stybarrow Crag for its verdant splendour. Here also is a favourite spot for the ascent of Helvellyn and its associated summit Catchedicam (2,800 feet). By the well-known Kirkstone Pass (1,500 feet) pedestrians can cross the mountains towards Windermere. Boats can be hired at Patterdale, and some good fishing will reward the angler. The leading hotels in the vicinity are the "Ullswater" and the "Patterdale."

Returning to Penrith and resuming our railway journey we run by pleasant meadows towards BLENCOW, and thence, with the magnificent domain of Greystoke Park about two miles away on our right, come to PENRUDDOCK. The next station is TROUTBECK, another point of departure for *Ullswater*, which can be reached by a service of coaches running to Patterdale during the summer season. Hastening onwards, we gaze on our right over a range of the Cumbrian mountains—the ridge of Saddleback being most conspicuous—their vast slopes descending to the valley being covered with a wide panorama of green meadows and cornfields, relieved by specks of tiny white cottages. On our left we skirt wide moors edged by distant hills until we reach THRELKELD, not far from the ruins of Threlkeld Hall, and the entrance to the beautiful Vale of St. John, so graphically pictured by Sir Walter Scott in his "*Bridal of Triermain*." From the station a ramble of some four miles will bring the tourist to the pretty river-like lake of Thirlmere, which, although but two and a half miles in length, is deficient neither in interest nor beauty. During recent years it has been the scene of extensive engineering operations in connection with the new Manchester Waterworks. In the neighbourhood are the heights of Watson's Dodd (2,584 feet), Great Dodd (2,807 feet), and Calfhow Pike.

enjoyable than cruising round Derwentwater—a lovely sheet of water some three miles in extent—and winding in and out amongst the leafy islets which are washed by the waters of the silvery lake. One of the first to attract our interest will be Lord's Island, with its ruined mansion, around which clings the sadly romantic and tragic story connected with its last possessor, the ill-fated Earl of



DERWENTWATER.

(From a photograph by Messrs. Poulton & Sons, London.)

Derwentwater, who, becoming involved in the rebellion of 1715 in favour of the Old Pretender, was condemned to death, and his lordly estates to confiscation. Ere his sentence could be consummated, his beautiful Countess escaped from their fair home with the family jewels, and fled from the soldiery by a steep fissure through yonder cliff of Walla Crag, a path still known as "The Lady's Rake." With the loving devotion of a woman's heart she sought to purchase but the life of her lord, although in vain were her pleadings, and alike was she bereft of husband and home.

Again, St. Herbert's Isle reminds us of the grey old hermit who came forth from his recess each year to bless the monks of Lindisfarn as they stood on the Friar's Crag, or to meet his bosom-friend St. Cuthbert, until one day, in accordance with their prayer, they both departed for another and a lasting home. But as time will not allow us to muse over all the simple but pleasing legends



BORROWDALE.

(From a photograph by Messrs. Pentton & Sons, London.)

of the lake, let us row by Derwent Isle, with its noble mansion, or coast round the pretty village of Portinscale, where, if we landed, we should find in the "Derwentwater" an excellent family hotel; or after an hour's brisk walk we might reach the Druid's Circle, huge memorials of barbarous rites and of bygone ages. This rude relic of the past comprises thirty-eight huge stones that encircle a smaller group of similar remains. Then taking a long pull down the lake we reach the famed falls of Barrow (108 feet), which are not far distant from the still more renowned falls of Lodore (90 feet),

described in Southey's fanciful lines, also by the graphic touches of Wordsworth, who pictures "hoary Derwent"

"Staying his silent waves to hear the roar
That stuns the tremulous cliffs of high Lodore."

Close at hand are the "Borrowdale" and the "Lodore" hotels.

To leave Derwentwater without a ramble or drive round BORROWDALE would be to neglect one of the most beautiful districts of Lakeland. Starting, therefore, from the southern shore of the lake, and passing Grange and Castle Crag, we come to the huge Bowder Stone, weighing some two thousand tons. By taking a short detour we may reach the Fairy Cavern, and, succeeding this, arrive at the hamlet of Rosthwaite, where rises the Derwent. The "Scawfell" and the "Royal Oak" hotels are conveniently situated in the centre of the district, which is noteworthy as a favourite point to commence the ascent of Scafell Pike (3,210 feet), the monarch of English mountains. Amongst other heights which may be conveniently scaled from Rosthwaite are Great Gable (2,949 feet), Brandreth (2,344 feet), Kirkfell (2,631 feet), Grey Knotts (2,287 feet), and Fleetwith (2,126 feet).

By countless scenes of beauty on vale or fell we pass onwards until we reach Sty Head Pass, 1,600 feet in height, and leading over by Glaramara (2,560 feet) into the wild scenes of Wasdale. Our own course diverges from this, and skirting Seatoller Fell and the noted blacklead or plumbago mines of Seathwaite, a district which has the largest rainfall in England, it rises by Honister Pass (1,190 feet) over the mighty precipices of Honister Crag, 1,750 feet above sea-level, cleft with slate quarries, and descends to

BUTTERMERE.

Although one of the smaller lakes—being only one and a quarter mile in length—Buttermere has a somewhat imposing character of scenery, chiefly derived from its sheltering amphitheatre of stately mountains, amongst which Red Pike (2,479 feet), High Stile (2,643 feet), and High Crag (2,443 feet), on the south, form a stately series of guardian peaks. Three noteworthy mountain passes of the district are Buttermere Hause (1,096 feet), Scarf Gap (1,400 feet), and Black Sail (1,800 feet). Close by are the "Victoria" and "Fish" hotels. Not more than a mile away, and in the same valley, is

CRUMMOCK WATER,

with its most attractively indented shores—extending for some two and three-quarter miles—bounded by groups of picturesque and wondrously-tinted rocks or noble fells. Add to these gems of scenery the crystal waters of the lake, well stocked with fish,

including the scarce char, and the neighbouring waterfall of Scale Force, a grand cascade 125 feet in depth, and we have no mean total of beauty. Not far distant are Whiteless Pike (2,159 feet), Grasmoor (2,791 feet), and Whiteside (2,317 feet). The "Scale Hill" Hotel is at the north end of the lake. We now proceed to

LOWESWATER,

possessing many features of loveliness in its short stretch of a mile and a quarter, and also from its surrounding hills. This lake may also be reached by the pedestrian from *Ullock* station, about four miles distant. A short drive also leads to

ENNERDALE WATER,

which is two and a half miles in length, wild in its scenery and surroundings, and unsurpassed for its fishing. From the shores of the lake rise the dark precipitous heights of the Pillar (2,927 feet). Excellent accommodation will be found at the "Angler's Inn." But at last, on our homeward way, we pass through the picturesque vale of Newlands, and presently rejoin the railway at Keswick.

Leaving Keswick, and passing Crosthwaite Church on our left, backed by a noble range of mountain peaks, we cross the rapid waters of the Derwent, and threading our way through the luxuriant Vale of Keswick soon reach **BRAITHWAITE**. Here the line suddenly turns northwards, and presently skirts the foot of Lord's Seat (1,811 feet) and Wythop Hill, covered with magnificent woods, while on our right stretches the calm expanse of

BASSENTHWAITE.

For some four miles we run by the lake-side, and enjoy a grand view of regal Skiddaw, which rises from the opposite shore to a height of 3,054 feet, while nestling in the valley are the little church of Bassenthwaite and the mansion of Arnthwaite Hall. Arriving at **BASSENTHWAITE LAKE** station, we find that the "Pheasant" is a small but good hostelry: also that the lake is well stocked with fish and supplied with boats.

Leaving the characteristic scenery of Lakeland, we now travel westward through fields and fells, and on our left presently see the parish church of **EMBLETON**. Ere long we sight an ornamental spire, cross the Cocker River, see the picturesque ruins of Cockermouth Castle, and noting several houses in the valley on the right enter **COCKERMOUTH**. At this little Cumbrian town, on the 7th of April, 1770, was born William Wordsworth, who in 1843 succeeded Southey as Poet-Laureate. About eight miles from Cockermouth is Loweswater. At the station are a letter-box and a refreshment-room. The chief hotel is the "Globe."

Quitting Cockermouth, we glide onwards with the fine stream of the Derwent flowing on our right, pass the village of **BRIGHAM** to the left, and notice a line running northwards that joins the "*Maryport and Carlisle Railway*" at Bulgill. Another mile leads to **BROUGHTON CROSS**. Still following the windings of the Derwent, we press on to **MARRON JUNCTION**. Here the "*Whitehaven, Cleator and Egremont Railway*" turns off to the left, passing through the small stations of **BRIDGEFOOT**, **BEANTHWAITE**, **ULLOCK** (the nearest station for **Loweswater**), **WRIGHT GREEN**, **ROWRAH**, **WINDER**, **YEATHOUSE**, **FRIZINGTON**, **CLEATOR MOOR**, and **MOOR ROW JUNCTION**, to **WHITEHAVEN**. From **MOOR ROW**, by **WOODEND**, **EGREMONT**, and **BECKERMET** (for the fine ruins of **Calder Abbey**), extends a branch that joins the "*Furness Railway*" at **SELLAFIELD**.

Pursuing our route, we repeatedly cross the wooded banks of the Derwent—in which is some good fishing—until we reach **CAMERTON** and **WORKINGTON BRIDGE**, which is succeeded by

WORKINGTON.

Pop. 10,000. 20 1/2 miles from Euston. 10 1/2 miles from Maryport and 10 1/2 miles from Carlisle.
20 1/2 miles from Euston. Situated at the mouth of the Derwent, with an important salmon fishery, and largely connected with the coal, steel, iron, and shipbuilding interests, Workington has made rapid progress. Its harbour, one of the safest on the Cumberland coast, attracts a considerable amount of shipping. The town is mostly modern, and its principal structures are confined to the public buildings, although the parish church of **St. Michael**, erected during the sixteenth century, contains an ancient font with many interesting monuments. **Workington Hall**, the seat of the **Curwens**, is a roomy mansion that once sheltered the unfortunate **Mary Queen of Scots**, on her flight to England after the battle of **Langside**. The market days are **Wednesday** and **Saturday**. At the railway station are a bookstall and a letter-box. The **General Post Office** is in **John Street**. Hotels, The "**Station**," and the "**Green Dragon**." *Population*—23,582. *Press*—**Workington Free Press**, **Workington News**, **Workington Weekly Mail**.

Leaving **Workington**, and running northwards we cross the Derwent, and pass on with a glorious expanse of sea on the left, over which in the distance rise the hills of the **Mull of Galloway**. After **STRICK JUNCTION** and **FLOCKY** are passed we quickly reach

MARYPORT.

Pop. 10,000. 20 1/2 miles from Euston. 10 1/2 miles from Maryport and 10 1/2 miles from Carlisle.
22 1/2 miles from Euston. **Maryport** owes its prosperity to its connection with coal, iron, and shipping. With regard to the latter

branch of commerce, its extension has been most remarkable, for whereas in the last century the port only possessed a few fishing boats, it now daily affords ample accommodation for several hundred vessels availing themselves of the numerous piers and quays on the banks of the river Ellen, and the extensive acreage of the "Elizabeth" and "Senhouse" docks. At Maryport the ill-fated Queen of Scots landed on her final escape to England. Netherall is the seat of the Senhouse family. The General Post Office is in High Street. Hotels—The "Golden Lion" and the "Senhouse Arms." (*Population*—8,784.) Press—*Maryport Advertiser, Maryport News.*

Returning to Workington, we now run southwards, skirting the ocean on our right, and passing some enormous iron and steel works at HARRINGTON with its tiny jetty and harbour. On our left are high broken cliffs, and looking forward we sight the bold promontory of St. Bees Head extending seawards. After clearing PARTON station we run close to the sea as we rapidly approach the stone jetty and noble lighthouse of WHITEHAVEN, a prosperous seaport and colliery centre, which is described at page 206 in connection with the route from Euston *via* Carnforth.

WE must now retrace our course as far southward on the main line as the junction with the "*Furness Railway*" at Carnforth, whence we start on the third route by which we proposed to enter Lakeland. By some the approach from the south is considered the finest; and in many respects its combination of sea and land, and generally progressive course from beauty to beauty, until we reach its culmination in the district of the Lakes, fully justifies their preference; yet we can but own that each route has its attractions.

Departing from CARNFORTH, with the giant form of Arnside Knott ahead on the right, we run by the range of limestone cliffs, relieved by patches of dark green foliage, to SILVERDALE; and thence by the great tree-capped hill supporting Arnside Tower, which is now to the left, with Farleton Knott opposite, approach ARNSIDE. Here is a branch that extends on our right through SANDSIDE to OXENHOLME and KENDAL, the capital of Westmorland. Crossing the wide estuary of the Kent, we have a grand prospect seawards as we glide over the iron viaduct which spans the treacherous sands of Morecambe: while, turning to the right, we look towards picturesque cliffs clothed with greenery, until, passing the wooded Holme Island with its pleasant mansion, we reach

GRANGE-OVER-SANDS,

Farce—1st, 25/3; 2nd, 27/2; 3rd, 20/5. Return—1st, 70/3; 2nd, 53/3; 3rd, 40/10.

245 miles from Euston. This remarkably pretty, select, and salubrious little watering-place, which—chiefly owing to its mild and

equable climate—is rapidly becoming known as the "Torquay of the North," occupies a delightful situation on the shores of Morecambe Bay. The comfortable hotels, lodging-houses, and elegant villas that are scattered along the foliage-clad cliffs are noteworthy for their sheltered sites and the charming marine views which may be gained



GRANGE-OVER-SANDS.

from these vantage points. Within easy reach by road or railway is much of the finest scenery of the English Lake District.

During the summer season, when Grange—owing to its dual character as a seaside and rural health resort—becomes peculiarly attractive, ample facilities are afforded for cheap daily excursions through the picturesque countryside that is served by the "Furness Railway." In the immediate vicinity are the lofty summits of *Black Mountain*, commanding grand prospects over land and sea. The town is governed by a Local Board of Health, who provide every needful provision for the comfort and convenience of the public. Here are the "Grange Hotel"; the "Grange Establishment," which is most pleasantly situated, and commands fine views; and the "Grange Establishment."

With the promontory of Humphrey Head on the left, we run by KENT'S BANK, pass Lower Allithwaite church, and through meadows and arable reach CAEK AND CARTMEL, a small station, but famous for its nearness to Holker Hall, the fine seat of the Duke of Devonshire. The noble Gothic edifice of Cartmel church, and the remains of Cartmel Priory, are some three miles distant. Pressing on, we span the estuary of the Leven, and gain a glimpse of the mountains, as numerous ridges, peaks, and crags betoken the distant ranges of Lancashire and Westmorland. Leaving on our right the line which extends through the valley of the Leven, we now run by the Hill of Hoad, which is surmounted by a memorial column to Sir John Barrow, a Secretary to the Admiralty, ere we reach

ULVERSTON

(*For Lake Side and Conishead Priory*),

Fares—1st, 37/-; 2nd, 28/5; 3rd, 21/2½. Return—1st, 73/4; 2nd, 55/7; 3rd, 42/5.

255 miles from Euston. Ulverston, the pleasant little capital of the Furness District, owns an attractive situation near to the estuary of the Leven. Not far distant is Swarthmoor Hall, once the residence of worthy George Fox, founder of the Society of Friends. Another point of attraction is Conishead Priory, a noble Elizabethan mansion surrounded by about one hundred and fifty acres of park-like grounds. It is now occupied as a superior hydropathic establishment. The more noteworthy architectural feature of the town is the parish church of St. Mary's. A weekly market is held on Thursday. The General Post Office is in New Market Street. From a tourist's point of view Ulverston derives its chief importance from its railway connection with the attractive branch line that *via* GREENODD and HAVEETHWAITE approaches LAKE SIDE, situated on the southern shore of Windermere. Here passengers can exchange from the trains to the lake steamers that sail from the pier for Bowness and Ambleside. Hotels—The "Lake Side" and the "Newby Bridge." The chief hotels of Ulverston are the "County" and the "Sun." (*Population*—9,948.) Press—*Ulverston Advertiser*, *Ulverston News*.

Through fine rural scenery, oftentimes spoiled by mining works, we come to LINDAL, then—through a short tunnel—to the iron town of DALTON, which is succeeded by another tunnel, from which we suddenly emerge in a wooded and romantic glen, the beautiful "Valley of Nightshade," and find ourselves close to a good hotel—built where once was the Abbot's Lodge—that adjoins the red ruins of FURNESS ABBEY. Once a vast and noble pile of Norman and Transitional architecture, in grounds of sixty acres, when its Cistercian abbots ruled with almost regal power over the surrounding country, naught remains but its picturesque and, if we may so say, "perfect" ruins.

But if we wish to enjoy Furness Abbey as it should be enjoyed—by daylight and moonlight—we must stay, or it will be,

"Like the lightning's lurid gleam,
Gone, before 'tis scarcely seen."

For in a minute we whirl away through a cutting, and—unromantic transition—find ourselves going by ROOSE towards

BARROW.

Fares—1st, 38S; 2nd, 29T; 3rd, 22-. Return—1st, 76S; 2nd, 57S; 3rd, 44-.

24½ miles from Euston. Barrow-in-Furness, the headquarters of the "*Furness Railway*," contains over fifty thousand inhabitants. The town is of capacious proportions, and owns several fine thoroughfares. In Duke Street are the Municipal Buildings, which form a handsome Gothic pile of red sandstone. Facing this is a bronze statue of the late Lord Frederick Cavendish; and not far distant is the School of Science and Art. Barrow as a seaport is chiefly noteworthy for its fine docks, which extend over a water area of 270 acres. Its principal commercial interests are connected with the Barrow Hematite Steel Company, whose enormous iron and Bessemer steel works comprise no fewer than twenty-six blast furnaces; the Naval Construction and Armaments Company, Limited, which is probably the largest corporation of its kind in the kingdom, and has long been famous for its construction of ocean steamships; the Barrow Chemical Wood Pulp Company, Limited; the Tubular Frame Wagon Company; Messrs. Westray, Copeland, and Company's engineering works; the large flax and jute mills of Mr. Thomas Briggs; and the Barrow Petroleum Works; also various engineering establishments and foundries. The chief resorts of interest are Walney Island, which protects the harbour, and the ruins of Piel Castle, once belonging to Furness Abbey. The General Post Office is in Michaelson Road. An iron exchange is held weekly on Monday, Wednesday and Saturday are market days. Hotels—The "*Imperial*," the "*Duke of Edinburgh*," and the "*Waverley*." Population 51,712.

Press—*Barrow Herald*, *Barrow News*, *The Vulcan*.

Quitting Barrow with a view of the sea and Walney Island on the left, and a range of hills with traces of mining to the right, we pass ASKAM and KIRKBY and arrive at FOXFIELD. Here we exchange trains, and proceed through a marvellously fresh and bright-looking countryside, until we pass the little stations of BARNSTON and WOODLAND. Then, with the "*Old Man*,"

"and the Dow Crag rising grandly over a foreground of
we leave TORVER, and on the right overlook the lake,
a valley edged by woodland, from which peep signs of
is that belong to

CONISTON,

279 miles from Euston, 173 from Birmingham, 105 from Liverpool, and 103 from Manchester. Coniston may be described as one of the few villages rich in natural beauty that still retain all the freshness of their rural character. Its lake, a charmingly picturesque sheet of water, some five and a quarter miles in length, is situated in North Lancashire. By far the best way to enjoy the many attractions of Coniston is to join a tiny steam-vessel, the *Gondola*, and thus in a calm and most delightful manner to be dreamily transported over its smooth waters, which are surrounded by every beauty of water, wood, and fell, affording entrancing sites for many pleasant homes. Amongst these is Brantwood, the favourite residence of Mr. John Ruskin, the distinguished art-critic, who in 1839 gained the Newdigate prize for a poem on "*Salsette and Elephanta*"; and who in 1843 created so great a sensation in the literary and art world when he issued his "*Modern Painters, by a Graduate of Oxford*." Since those days Mr. Ruskin's pen has produced numerous valuable contributions to modern English classics, and he has likewise achieved world-wide renown for his advocacy of Turner and the Pre-Raphaelites. Towering above Coniston rises the grand contour of the "Old Man" mountain, its summit, 2,633 feet in height, being as renowned for prospects as are its mines for their wealth of copper and slate. Wetherlam (2,052 feet), too, is near, with its rugged slopes, also the equally beautiful heights of Dow Crag (2,555 feet), Grey Friar (2,537 feet), Walna Scar, and the Yewdale Crag. Within a day's ramble over the mountains are the summits of Bowfell (2,960 feet) and Crinkle Crag (2,816 feet). Lastly, as a centre for rambles, Coniston will afford several delightful days of restful change. One of our first excursions will, of course, be to the quaint little town of Hawkshead, noted for Wordsworth's schooldays; and planted near the sylvan shores of Coniston rises

ESTHWAITE WATER,

pictured by the poet under the winter's frost, when, bound with ice, its stretch of a mile and a half echoed with the skater's pastime, as

"With the din
Smitten, the precipices rang aloud;
The leafless trees, and every icy crag,
Tinkled like iron."

Returning to FOXFIELD station on the Furness line, we resume our journey, and crossing the Duddon estuary pass GREEN ROAD, and run by MILLOM, celebrated for iron ores and limestone. Here are the remains of an ancient castle, and a Norman church with



BLANTWOOD, FROM CONISTON LAKE.

some interesting brasses and memorials. With a range of hills on the right we come to and pass **SILECROFT**, after which we perceive **Black Combe** rising, grandly to a height of 1,969 feet above the sea, as we run onwards to **BOOTLE** and **ESKMEALS**, which is succeeded by **RAVENGLASS**, where the estuaries of the **Esk**, the **Irk**, and the **Mite** are spanned by the railway ere they enter the ocean. Here a little narrow-gauge railway bears off to the right—with stations at *Muncaster*, *Irton Road*, *Eskdale Green*, and *Beckfoot*—to *Boot*, on the borders of the **Eskdale Falls** and near **Wastwater**. Close to **Beckfoot** station is the noted waterfall of **Stanley Gill**, or the **Dalegarth Force** (60 feet), which is considered one of the finest in the district, and issues through a precipitous and picturesque ravine richly clothed with moss, flower, and fern. Returning to **Ravenglass**, we leave for **DRIGG**, whence we may by a pleasant walk or drive reach the only other lake of importance that can now claim a visit. About six miles from **Drigg** we shall find

WASTWATER,

which, if approached from the south, appears one of the most beautiful of the Cumbrian lakes. Its length from the north-east to the south-west is about three miles, and its scenery is peculiarly grand in the still expanse of its well-nigh fathomless depths, while the encircling ranges of bare bleak mountains contrast with rainbow-tinted scree, and complete a view that is at once solitary and sublime. **Wasdale Head**, on the north-eastern shore of the lake, has long been regarded as a headquarters for practised mountaineers. Within a few miles of this point are not only the grandest mountains in England, but those that demand experience for their ascent. Amongst the more noteworthy summits are **Scafell Pike**, the premier mountain of England (3,210 feet), **Scafell** (3,162 feet), **Great End** (2,984 feet), **Great Gable** (2,949 feet), the **Pillar** (2,927 feet), the **Steeple** (2,746 feet), **Lingmell** (2,649 feet), **Kirkfell** (2,631 feet), **Red Pike** (2,629 feet), and last, but not least, the precipitous **Yewbarrow** (2,058 feet). And thus as we entered Lakeland to greet the placid beauty of **Windermere**, so with the grandeur of **Wastwater** we bid it farewell.

After leaving **DRIGG** we rapidly approach the coast, and soon pause at the rising watering-place of

SEASCALE,

Fares—1st, 44/2; 2nd, 32/10; 3rd, 24/2. Return—1st, 83/10; 2nd, 62/5; 3rd, 48/4.

290 miles from **Euston**. **Seascale**, with its invigorating atmosphere, grand sea views, wide stretch of clean hard sands so admirably adapted for bathing under any conditions of the tide, and vicinity to the inland charms of the western Lake country, is a healthful little

watering-place on the shores of Cumberland. It possesses many charms for lovers of the unconventional seaside; and, owing to the facilities which are afforded by several small wayside stations connected with the "*Furness Railway*," is a convenient tourist centre for explorations throughout this comparatively unknown portion of the ever picturesque Lake District. Within a few miles are that singularly grand and rock-begirt lake, *Wastwater*; *Ennerdale Water*, *Crummock Water*, *Buttermere*, and *Loweswater*; and the varied beauties of *Eskdale*; also such interesting buildings as *Calder Abbey*, *Egremont Castle*, *Walls Castle*, *Munceaster Castle*, *St Bees Church*, and other architectural antiquities. Excellent fishing can be had in the neighbourhood, and abundant provision is made for outdoor recreations. The *Seascale Estate* affords comfortable residential accommodation, and is supplied with a good hotel.

Resuming our journey with the waves breaking and surging over the rocky shore on our left, we pass *SELLAFIELD*—the point of exchange for *MOOR ROW*, *CLEATOR MOOR*, and *MARRON JUNCTION*—*BRAYSTONES*, *NETHERTOWN*, and, slightly turning inland, reach *ST. BEES*, with its noble *Priory Church*, ancient foundation *Grammar School*, and *Theological College*. Not far distant is *St. Bees Head*, a massive cliff 800 feet in height, that here juts out for a mile seawards. Through *CORKICKLE* we now approach

WHITEHAVEN

(*For Workington and Maryport*),

Fares—1st, 44/4; 2nd, 34/5; 3rd, 25/2½. Return—1st, 87/7; 2nd, 64/11; 3rd, 50/5.

303½ miles *via* *Barrow* from *Euston*, and the terminal station of our journey. *Whitehaven* is the principal town of a busy colliery district and the chief seaport of *Cumberland*. Its harbour is of considerable area, and protected by two stone piers. The town possesses a fine *Town Hall*, *Free Library*, *Market House*, several schools, and some fine parish churches. *Whitchaven Castle*, one of the seats belonging to the *Earl of Lonsdale*, adjoins the town. The *General Post Office* is in *Lowther Street*. A corn market is held on *Thursday*, and *Friday* is an early-closing day. The railway station is a joint terminus for the "*London and North Western*" trains from *Penrith*, *Keswick*, and *Workington*; and those of the "*Furness Railway*" from *Carnforth*, from which it is distant 7½ miles. A branch service *via* *Workington* communicates with *Maryport*. A refreshment-room and a bookstall are on the platform. The leading hotels are the "*Grand*," connected by a covered way with the station, the "*Globe*," the "*Black Lion*," and the "*Golden Lion*," with the "*Waverley*" *Temperance Hotel*. (*Population*—18,044.) Press—*Cumberland Pacquet*, *Whitehaven Advertiser*, *Whitehaven Free Press*, *Whitehaven News*.



MAP
OF
NORTH WALES,
IN
DIRECT CONNECTION
BY THE
EXPRESS SERVICES
OF THE
London and North Western Railway
WITH
LONDON
(Euston, Broad Street, Victoria),
OXFORD, BRISTOL, SUNDERLAND,
CAMBRIDGE, CARDIFF, NEWCASTLE,
NORTHAMPTON, SWANSEA, CARLISLE,
LEICESTER, LIVERPOOL, EDINBURGH,
LEAMINGTON, MANCHESTER, GLASGOW,
BIRMINGHAM, LEEDS, DUNDEE,
WOLVERHAMPTON, YORK, ABERDEEN,
PLYMOUTH, HULL, INVERNESS,
DUBLIN,
AND ALL PARTS OF
ENGLAND, SCOTLAND, AND IRELAND,
ALSO WITH
PARIS AND THE CONTINENT.

PENMAENMAWR.

THE
ATTRACTIONS
OF
PENMAENMAWR
AS A
SUMMER
AND
WINTER RESORT,
AND
WHERE TO STAY.



THE PENMAENMAWR HOTEL, PENMAENMAWR.

THE PENMAENMAWR HOTEL, N.W.

THIS high-class Hotel is beautifully situated in its own grounds, overlooking the Sea, quite sheltered from easterly winds. Charming Marine and Mountain Walks, healthful and recuperating. A good centre for North Wales excursions. The Hotel is close to the Railway Station, and within a few minutes' walk of the sea-shore. It is fitted up regardless of expense, and with the extensive alterations now completed is the largest Hotel in North Wales. Hot and Cold Sea-water Baths, Billiard and Smoke Rooms, &c. Carriages and Luggage Carts from Hotel Livery Stables meet principal trains.

THIS charming watering-place is much held in favour by those who enjoy the peaceful quiet of a high-class seaside watering-place apart from the more noisy accompaniments of a busy town. The surrounding mountain scenery is delightfully varied and picturesque; sea-coast and landscape vying with each other in grand effect. Penmaenmawr stands upon the main railway line of the North Wales district, about three miles west of Llandudno Junction, and thereby possesses excellent facilities for visiting many places of interest, such as Llandudno, Colwyn Bay, Bettws-y-Coed, Llanrwst, Llanfairfechan, Bangor, Carnarvon, and Snowdon. Penmaenmawr is noted for the mild equability of its climate. While in summer-time it is comparatively cool and very pleasant, in the winter months, owing to various explained circumstances, it is remarkably dry, exhilarating, and rarified, being as warm as Torquay without the latter's humidity. In this respect Penmaenmawr deserves to be more widely spoken of as a place for winter resort and residence.

TARIFF
UPON
APPLICA-
TION.

WHERE
TO
STAY.

MAIL SERVICES BETWEEN ENGLAND, NORTH WALES, IRELAND, AND AMERICA.

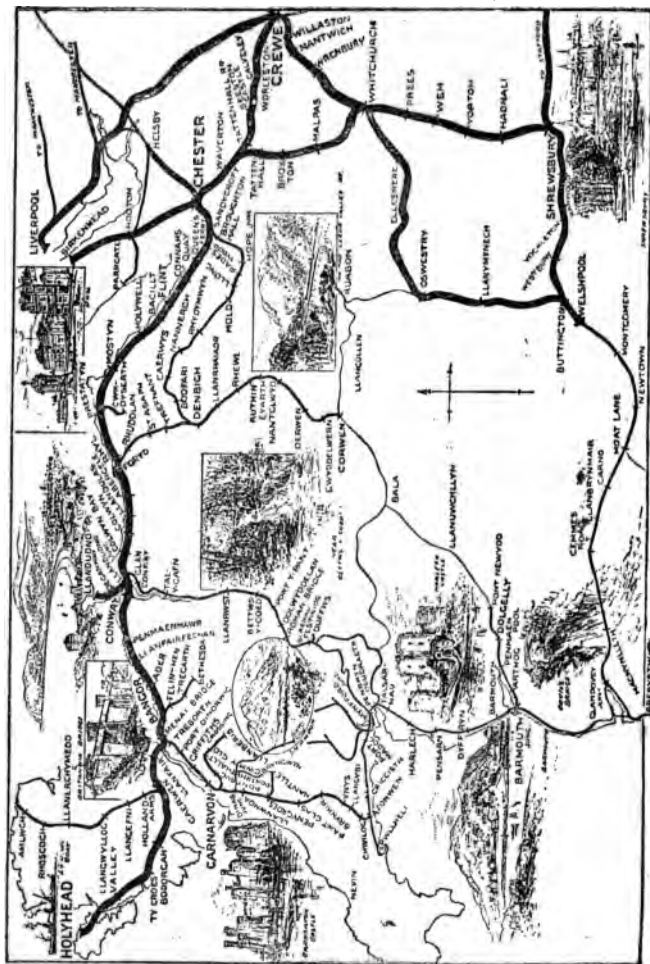
SECTION IV.—LONDON, HARWICH, LEICESTER, BIRMINGHAM, LEEDS, MANCHESTER, LIVERPOOL, STOKE-UPON-TRENT, PERTH, GLASGOW, EDINBURGH, PLYMOUTH, BRISTOL, CARDIFF, AND SWANSEA, TO NORTH WALES, IRELAND, AND AMERICA :—

A.—EUSTON, HARWICH, AND BIRMINGHAM TO CHESTER AND HOLYHEAD.
NEWCASTLE-UPON-TYNE, YORK, AND HULL TO CHESTER AND HOLYHEAD.
LEEDS, MANCHESTER, AND LIVERPOOL TO CHESTER AND HOLYHEAD.
ABERDEEN, EDINBURGH, AND GLASGOW TO CHESTER AND HOLYHEAD.
PLYMOUTH, BRISTOL, AND CARDIFF TO CHESTER AND HOLYHEAD.

LONDON (*Euston, Broad Street and Victoria*), WILLESDEN JUNCTION, HARWICH, LEICESTER, BIRMINGHAM, NEWCASTLE, YORK, HULL, LEEDS, MANCHESTER, LIVERPOOL, ABERDEEN, EDINBURGH, GLASGOW, CARLISLE, PLYMOUTH, BRISTOL, CARDIFF, AND SWANSEA TO CHESTER FOR BIRKENHEAD, MOLD, DENBIGH, RUTHIN, AND CORWEN; RHYL FOR ST. ASAPH AND DENBIGH; ABERGELE AND PENSARN; COLWYN BAY; LLANDUDNO JUNCTION FOR LLANDUDNO, LLANRWST AND TREFRIW, BETTWS-Y-COED, AND BLAENAU FESTINIOG; CONWAY; PENMAENMAWR; LLANFAIRFECHAN; BANGOR FOR BETHESDA, BEAUMARIS, AMLWCH, CARNARVON, LLANBERIS, AND *via* AFONWEN TO PWLLHELI, CRICCIETH, AND PORTMADOC; ALSO TO HOLYHEAD FOR THE IRISH ROYAL MAIL AND EXPRESS STEAMERS TO KINGSTOWN, DUBLIN, AND GREENORE.



ORTH WALES, with its picturesque coast-line and attractive inland mountain, valley, and river scenery, affords a most delightful preface to the verdant beauty of Ireland. These two favourite tourist districts of the United Kingdom have long been closely linked together by means of the magnificent "Royal Mail" services of the "*London and North Western Railway*," which run in connection with the perfectly-appointed Channel steamers owned by the "*City of Dublin Steam Packet Company*," sailing between Holyhead and Kingstown for Dublin (*Westland Row*). Special through mail and passenger carriages for Cork, Queenstown, Galway, and Belfast,



ROUTE MAP.—VII. CREWE TO CHESTER, BANGOR, AND HOLYHEAD.

now leave Kingstown Pier each week-day morning after the arrival of the English mail. This mail service is supplemented on Thursday and Sunday mornings by the "American Mail," that runs *via* the "*Great Southern and Western Railway*" through to Queenstown, and conveys passengers holding tickets for the mail steamers to New York. Those who may prefer to travel to Dublin can avail themselves of the "North Wall Express," which runs to Holyhead in connection with the sailings of the fine express passenger steamers owned by the "*London and North Western Railway*." These popular boats steam direct to Dublin (*North Wall Station*), whence special train services depart for Waterford Junction in connection with trains to Limerick and Waterford, Killarney, Cork, Queenstown, Galway, Westport, Sligo, Enniskillen, Londonderry, Belfast, and all parts of Ireland.

The summary of the express train services given at the head of the present section will show that the ancient city of Chester, the key to North Wales, may be reached with ease and expedition from all parts of Great Britain. Thus passengers from London, the Eastern Counties and the Midlands, with those from the West of England and South Wales, may travel *via* Crewe; while others from Scotland, the North of England, Yorkshire, and Lancashire can with equal celerity approach *via* Warrington. A second route from the West of England and South Wales to Chester is afforded by the local services that run *via* Shrewsbury and Whitchurch. After leaving the capital of Cheshire the well-known "Wild Irishman" speeds onwards by the "sands of Dee," and then for many miles skirts the shores of the ocean, affording many charming prospects seawards or inland over a beautifully verdant foreground towards the gray outlines of the distant mountains of Denbigh and Carnarvonshire. Amidst a succession of such delightful landscapes and seascapes the express continues its rapid course by Colwyn Bay, crosses the broad estuary of the Conway, speeds through the short tubular bridge, and flashes by the gray walls of Conway Castle. A glimpse of modern Llandudno may be had just before we come to a tunnel that pierces Penmaenbach, from which we emerge beneath the shadow of Foel Llys, to pass the pretty hillside villas of Penmaenmawr. Again piercing the granite hills, our train sweeps onward by Llanfairfechan, a favourite health-resort, to Bangor, and soon thunders through the Menai Bridge, that links the mainland to Anglesea, ere it crosses the island of the Druids to its destination at Holyhead Harbour and Pier.

TRAVELLING from EUSTON by the "Irish Mail," by many better known as the "Wild Irishman," or by the "Irish Boat Express," one of the favourite "*North Western*" fast trains that afford



CHESTER CATHEDRAL.
(From a photograph by Messrs. Frith & Co., Belgate.)

direct communication with the watering-places and tourist centres of North Wales, we shall probably pause at WILLESDEN JUNCTION or BLETCHLEY. After the usual five minutes at RUGBY we speed onwards through the "Trent Valley" to STAFFORD and CREWE, at one or the other of these stations receiving accessions of travellers from Birmingham and the Midland Counties. Then diverging from the "West Coast Route" to Scotland, we bear away in a north-westerly course by WORLESTON and CALVELEY to BEESTON CASTLE AND TARPORLEY, where the gray ruin of Beeston Castle, now owned by the Tollemache family, crowns a sandstone cliff on our left. After passing TATTENHALL ROAD we are joined on the left by the branch from the West of England and South Wales that approaches *via* Shrewsbury and Whitechurch. We then run through WAVERTON, and presently effect a junction on our right with the route from Scotland, the North of England, Manchester, and Liverpool to

CHESTER

(*For Birkenhead, Mold, Denbigh, Ruthin, and Corwen; also via the coast of North Wales to Holyhead for Kingstown, Dublin, and Greenore,*)

Fares—1st, 27/10; 2nd, 21/9; 3rd, 14/11. Return—1st, 51/9; 2nd, 38/8; 3rd, 29/10.
(*Expresses*)—1st, 30/9; 2nd, 24/-; Return—1st, 57/-; 2nd, 42/6.

179 miles from Euston. Seated on the banks of the oft-sung Dee, surrounded by walls which can boast of nearly two thousand years' antiquity, and filled with quaint old-time buildings rich in records of the past, Chester may be considered unique both in its position and its possessions; and may likewise be described as the gate to all those treasures of glorious landscape and weird tradition which are so richly stored in North Wales.

To trace the origin of Chester would lead us to times far anterior to the date of historical authorities, but we know that on the invasion of the Romans they here found the nucleus of a town, and perceiving its many natural advantages adopted it for one of their principal stations, laid down the lines of four excavated leading ways, now termed Northgate, Eastgate, Watergate, and Bridge Street, encircled the whole by a wall with gates, and made it the headquarters or "Castra" of the renowned Twentieth Legion. After some four hundred years of occupation the Roman forces were withdrawn, but its massive walls were preserved, rebuilt, or repaired, as their case might require, while its widening area was graced with many stately and important buildings. One of the first was the early Norman foundation of the Church dedicated to St. John the Baptist, and this was subsequently followed by an imposing Abbey, now known as the Cathedral. Almost simultaneously

arose a lordly castle, while, as time wore away, the streets of Chester became lined with numerous substantial yet ornamental dwellings, many remaining to this day in the grand old city which is still treasured by its inhabitants of the present generation. Few of the many who enter Chester will leave it without a walk round the ancient wall, which is the most perfect example of its kind in the kingdom, and still owns traces of its Roman origin. For a distance of nearly two miles it encompasses the ancient city, and from its parapet affords many a passing glimpse of picturesque houses or public buildings. Here and there in its circuit are placed gates and towers. Amongst these the chief are the North Gate and the Water Gate, with the Phoenix and the Water Towers.

Next in interest to the wall are those remains of mediæval antiquity which are peculiarly characteristic of Chester, viz., "The Rows," that form so remarkable a feature in many of its principal streets. These "Rows" may be described as ancient timber galleries, sometimes most quaintly ornamental, which extend above the paved footways. They thus afford supplementary thoroughfares, level with the first storey of the houses, approached by flights of steps and sheltered by the projecting rooms that belong to their upper stories. During a ramble through "The Rows" or a stroll in the principal streets, we cannot fail to notice the many old-time houses, some with ancient wooden fronts, beautifully carved, or enriched with pargeting, while others of ruder construction are of equal antiquity. Of the former "Derby" House, "Bishop Lloyd's" House, and "God's Providence" House are amongst the most noticeable; the latter inscribed with the motto, "God's providence is mine inheritance," is supposed to commemorate a family deliverance from the plague.

Turning from domestic to ecclesiastical structures, we should visit St. Werburg's Cathedral, which was originally the great church of a Benedictine Priory here, founded by Hugh Lupus, the first Norman Earl of Chester. It may be described as an imposing Gothic edifice which comprises examples of the various architectural periods that prevailed from the thirteenth to the sixteenth centuries, but is chiefly noteworthy for its Decorated and Perpendicular details. The west front nave and cloisters belong to the later Perpendicular era, but the magnificent choir is a pleasing composition of Early Decorated work. The chapter-house is remarkable for beautiful Early English mouldings. Chester will be remembered as the burial place of the learned Bishop Pearson, who is now commemorated by a stately tomb. In another direction will be found the extensive range of classic buildings erected over the site of the castle, at present used as a large military station, while close at hand are the Shire Hall, Court Room, and various public offices.

THE PENNSYLVANIA RAILROAD.

(See also annexed page.)

NEW YORK AND PHILADELPHIA TO THE WEST AND THE SOUTH.

Route
to the
WEST,
over the
ALLEGHENIES,
renowned
for
grandeur
and beauty,
and including
the famous
Horseshoe
Curve.

—○—



THE "PENNSYLVANIA LIMITED" AT TOP SPEED.

THE STANDARD RAILROAD OF AMERICA

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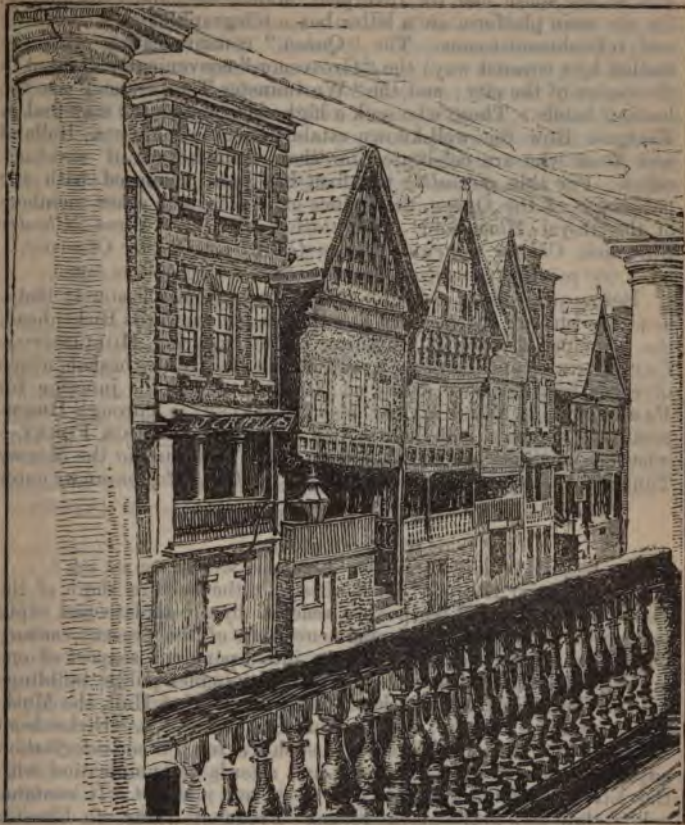
THE CAPITOL, WASHINGTON



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THE HORSE-SHOE CURVE IN THE ALLEGHENIES, ON THE ROUTE OF THE "PENNSYLVANIA LIMITED."



VIEW FROM THE ROWS, CHESTER.

Eaton Hall, the palatial residence belonging to the Duke of Westminster, is some three miles distant, and visitors can inspect the mansion and grounds on production of tickets, to be obtained in the city. The General Post Office is in St. John's Street, and a corn market is held on Saturday. *Chester Station* contains junctions at the north end for Birkenhead; also for Mold, Denbigh, and Corwen;

and at the south end for Liverpool, Manchester, and Shrewsbury. On the main platform are a letter-box, a telegraph office, a bookstall, and refreshment-rooms. The "Queen," communicating with the station by a covered way; the "Grosvenor," conveniently situated in the centre of the city; and the "Westminster Temperance," are the leading hotels. Those who seek a high-class restaurant may find in Eastgate Row the well-known establishment of Messrs. Bolland and Sons, who are celebrated for their manufacture of wedding-cakes. For this *spécialité* the firm has been honoured with the patronage of the Queen, the Prince of Wales, and other members of the Royal Household. (*Population*—37,105.) Press—*Chester Chronicle, Chester Courant, Chester Guardian, Chester Observer.*

(For additional illustrations of Chester, see Supplementary Pictorial Pages.)

Before proceeding over the trunk route from Chester to Holyhead, we turn off by the main line that extends towards Birkenhead, the principal seaport of Cheshire. After clearing MOLLINGTON, CAPENHURST, and LEDSHAM, and noting the Helsby branch, which diverges westward, we arrive at HOOTON station the junction for PARKGATE and WEST KIRBY, also for HELSBY. Through BROMBOROUGH, SPITAL, and BEBINGTON we now reach ROCK FERRY—where connections can be made with trains that run *via* the Mersey Tunnel to Liverpool—and then pause at the *Town Station* where we enter

BIRKENHEAD

(*Woodside Station*).

Fares—1st, 20/-; 2nd, 21/9; 3rd, 16/3½. Return—1st, 36/-; 2nd, 41/9; 3rd, 32/5.

194½ miles from Euston. Birkenhead, on the western shore of the Mersey, and facing Liverpool, is reached by a complete and rapid service of ferries. At the commencement of the present century but a Cheshire hamlet, it has grown into a populous seaport of one hundred thousand inhabitants. Amongst its chief public buildings are the Town Hall and Sessions Court, the Market Hall, the Music Hall, the Free Library, and the fine School of Art. Birkenhead Park was laid out by the late Sir Joseph Paxton. *Woodside Station* adjoins the banks of the Mersey, and affords communication with the Liverpool ferries, which run every ten minutes. It contains a bookstall and refreshment-rooms. Frequent trains *via* Chester afford direct communication with London (*Euston*), North Wales, Ireland, the Midlands, and South Wales; *via* the Severn Tunnel with Bristol for the West of England; also with Weymouth for the Channel Islands. The General Post Office is in Conway Street. Hotels—The "Woodside" and the "Queen's." (*Population*—99,184.) Press—*Birkenhead Advertiser, Birkenhead News.*

A favourite tourist route from CHESTER to the Vale of Clwyd is supplied by the line that extends *via* Mold to Denbigh, whence a

branch communicates with Ruthin and Corwen. Its first station is BROUGHTON HALL, within easy reach of Hawarden Castle, the seat of the Right Hon. W. E. Gladstone. HOPE is succeeded by HOPE JUNCTION—where passengers exchange for WREXHAM—PADESWOOD, LLONG, and MOLD, a small town near to the ruins of Caergwrle Castle, and also within pleasant drives of Moel Famman (1,823 feet) and the Leete, two popular resorts for picnic parties. Here is the "Black Lion Hotel." Passing onwards through RHYDYMWYN, we come to NANNERCH and CAERWYS, and after clearing BODFARI we approach the ancient market town of

DENBIGH,

Fares—1st, 32/10; 2nd, 25/9; 3rd, 17/4½. Return—1st, 60/-; 2nd, 44/9; 3rd, 34/9.

208½ miles from Euston. Denbigh, the birthplace of Mr. H. M. Stanley, the famous traveller through "*Darkest Africa*," is a substantial market town and a delightfully-situated centre for trips through the pleasant scenery of the Clwyd Valley. The picturesque ruins of its fourteenth-century castle crown the summit of a steep hill, which commands magnificent prospects. Hotels—The "Bull" and the "Crown." (*Population*—6,412.) Press—*Denbighshire Free Press*. Here we intersect the branch that northward via St. Asaph joins the North Wales main line at Rhyl. Continuing our journey southward, we pass LLANRHAIDR and RHEWL ere we reach

RUTHIN,

Fares—1st, 32/10; 2nd, 25/9; 3rd, 17/11. Return—1st, 60/-; 2nd, 44/9; 3rd, 35/10.

219½ miles from Euston. This quaint but picturesquely-situated assize town of Denbighshire is chiefly remarkable for its handsome modern castle, the seat of Colonel Cornwallis West, M.P.; also for the imposing modern buildings of Ruthin Grammar School, founded by Dr. Gabriel Goodman in 1594. This important educational foundation, which is one of the chief grammar schools of North Wales, affords a classical or modern course upon the same lines as are maintained in the public schools of England. It has produced many men of eminence, especially in the departments of the law and divinity. St. Peter's Church is a fine Perpendicular edifice. Ruthin has derived considerable commercial notoriety from its connection with the extensive mineral water works of Messrs. R. Ellis and Son, established here in 1823. Charming prospects may be gained from the neighbouring heights of Moel Famman and Coedmarchan Hill. The leading hotels are the "Castle" and the "Wynnstay." (*Population*—2,760.) After leaving Ruthin we clear EYARTH, NANTCLWYD, DERWEN, and GWYDDELWERN before entering our terminus CORWEN, where the Dee and Alun afford good fishing for salmon.

trout, and grayling. Hotel—The “Owen Glyndwr.” Passengers can here join trains for *Llangollen, Bala, or Dolgelly.*

Having paused at CHESTER while the through carriages for London, Birmingham, Manchester, and Liverpool are made up into one train, we now proceed on our journey to Holyhead, passing the Water Tower, and on our left overlooking the Roodee racecourse towards Grosvenor Bridge. Then running over a viaduct of forty-seven arches we cross the Dee, and see the Mold, Denbigh, and Corwen branch diverging southward ere we successively pass SANDYCROFT, QUEEN'S FERRY, and CONNAH'S QUAY. Near this point the Dee flows into its wide and sandy estuary, which is some fourteen miles in length. Soon we pass the ruins of Flint Castle, perhaps best known as a scene in one of Shakespeare's plays. BAGILLT is but two miles farther on. Looking over the Dee, we see the Cheshire coast with Parkgate at the water's edge, and soon reach HOLYWELL, which is famous for its medicinal spring, owning a traditionary origin from its connection with the fair St. Winifred, and also for the ruins of Basingwerk Abbey. Then we clear MOSTYN, near to the ancient seat of Mostyn Hall, and soon detect the Point of Air Lighthouse on the right, at the mouth of the Dee, near to

PRESTATYN,

Fares—1st, 32/10; 2nd, 25/8; 3rd, 17/4. Return—1st, 60/-; 2nd, 44/9; 3rd, 34/3.

205½ miles from Euston. Visitors will here find a pleasant, salubrious, but unpretentious little watering-place, which promises to become one of the favourite health resorts of North Wales. Its long sea-beach, background of lofty mountains affording magnificent prospects, and pretty countryside afford many inducements for marine and rural excursions. Here are the “Nant Hall Hotel” and comfortable furnished apartments. Resuming our journey westwards, we approach the Clwydian Hills, of which the highest peak is Moel Famman, while towering aloft some three miles to the left we see the wooded height of Newmarket Cop, shortly before we enter

RHYL

(For *St. Asaph, Denbigh, Ruthin, and Corwen*),

Fares—1st, 33/6; 2nd, 26/3; 3rd, 17/5. Return—1st, 61/3; 2nd, 46/-; 3rd, 34/10.

209 miles from Euston and 30 miles from Chester. Rhyl is one of the most deservedly popular watering-places in North Wales, having a wide extent of level coast-line, affording perfectly safe bathing, and at low water a vast expanse of dry firm sand, swept by the invigorating and salubrious ocean breezes. With an exceptionally mild climate, Rhyl enjoys a total exemption from fogs. The town from very small beginnings has rapidly grown both in extent and popularity, while its ease of access has caused it to become one of

the favourite seaside resorts for Lancashire and the Midlands. Its situation at the head of the beautiful Clwyd Valley is undoubtedly an additional attraction, furnishing facilities for charming rambles and excursions, not only through delightful scenery, but also to regions rich with historical and antiquarian lore.

The principal buildings of the modern town comprise the new Town Hall, Market Hall, and several good churches; while the Winter Gardens, Skating Rink, Baths, spacious esplanade, and extensive pier, furnish every requisite for the visitor in search of health or pleasure. The new Pavilion, a handsome structure recently erected on the Parade, affords seating accommodation for 3,000 persons. In passing, we may remark that the neighbourhood abounds in fine seaward and inland views. A corn market is held here on Tuesday. The station is a junction for the branch services to the picturesque centres of St. Asaph, Denbigh, Ruthin, and Corwen. Refreshment-rooms and a bookstall will be found on the platform. Diverging from the main line is the Vale of Clwyd Railway, over which we will travel as far as Denbigh, passing through Rhuddlan Marsh. In the left distance is Dyserth Waterfall, and on our right the beautiful church of Bodelwyddan. At RHUDDLAN we gain a glimpse on our left of its ivy-clad castle towers and turf-covered mounds, with a fine background of mountain. After crossing the Elwy a run of two miles brings us to the tiny city of ST. ASAPH, chiefly noteworthy for its cathedral, which was restored under the direction of the late Sir Gilbert G. Scott. It contains a memorial of Mrs. Hemans. Here is the "Plough Hotel." We now pause at TREFNANT, some three miles from



BODELWYDDAN CHURCH.



ST. ASAPH CATHEDRAL.

Rhuddlan Castle, Bodelwyddan Church, and, in the distance, St. Asaph Cathedral. As we advance we perceive on our left Towyn Church, then a wooded and entrenched hill known as Dinorben Fort, near which is the tiny village named after St. George. Far away to the right extends the Great Orme's Head, while a grand sea flows up to the adjacent beach of

ABERGELE AND PENSARN,

Fares from Euston—1st, 34/4; 2nd, 26/9; 3rd, 17/9. Return—1st, 62/6; 2nd, 46/9; 3rd, 26/7.

213½ miles from Euston. In the immediate vicinity of the railway station is the pleasant and salubrious watering-place of Pensarn, which owns an excellent parade, and is within easy reach of a most attractive countryside. Although one of the smaller Welsh coast resorts, it is admirably suited for those who wish to meet with an inexpensive but healthy and attractive holiday centre. Abergele is a village with an ancient church. Still running westwards, we leave on our left the stately but modern baronial mansion of Gwrych Castle, seated on a thickly-wooded hillside, and overlooking the ocean. Farther on is a wild cliff known as Cefyn-yr-Ogof, containing an enormous cavern. After clearing the village and station of LLANDULAS we obtain a pleasant sea-view, including the Little Orme's Head, then pierce the hill of Penmaenrhos, and emerge at COLWYN station, seated upon the edge of the limestone cliffs, with a background of picturesque landscape. Hotels—The "Marine" in the village, and the "Queen's" near to the shore. We next pause at

Bodfari village on the left, and then obtain a view of the Clwyd Valley ere we arrive at DENBIGH, where the branch joins the line from Chester for RUTHIN and CORWEN. The leading hotels of Rhyl are the "Westminster," the "Belvoir," the "Alexandra," the "Royal," the "Mostyn," and the "Rhyl Hydropathic Establishment." (Population—6,491.) Press—*Rhyl Advertiser*, *Rhyl Guardian*, *Rhyl Journal*, *Rhyl Record*.

(For illustrations of Rhyl, see Supplementary Pictorial Pages.)

Departing from RHYL for the Holyhead line, we quickly cross the Foryd, or estuary of the Clwyd, a fine sheet of water, and looking to the left may see the ruins of

COLWYN BAY.

Fares—1st, 53/6; 2nd, 27/6; 3rd, 18/3. Return—1st, 64/6; 2nd, 48/3; 3rd, 36/7.

219½ miles from Euston, 116½ from Birmingham, 67½ from Liverpool, and 80½ from Manchester; one of the most delightful holiday haunts of North Wales, and remarkable not only for the rapidity of its growth, but the generally select air of its hotels, villas, and vicinity. If to these we add the combined charms of an equably mild and dry climate, good sea-bathing, a magnificent coast-line, with countless picturesque details of rural inland scenery, stretching far back into the mountain ranges of Denbighshire, and we may soon solve the spell that Colwyn Bay appears to weave



THE PWLLYCHROCHAN HOTEL, COLWYN BAY.

around those who seek at once seaside air and the relief of sylvan surroundings. It is also a favourite residential and educational centre, to be commended for its excellent schools. A new carriage drive affords access from the town to the shore, and a pier will shortly be commenced.

The little town possesses some good shops, and a centrally-situated General Post Office. It is mainly composed of, and supported by, the numerous elegant villas scattered over a wide expanse of gently rising ground, which, sloping from the shore, is sheltered by a high range of richly-wooded hills commanding a glorious ocean prospect, while here and there rises some modern residence or spacious hotel of no mean architectural pretensions. Amongst these is the beautiful mansion of Pwllychrochan, once the residence of Lady Erskine, but now transformed into the most comfortable of hotels, either for tourists or as a temporary residence; its transition



LLANDUDNO.

(From a photograph by Mr. J. M. Young, Llandudno.)

was the first step towards the development of Colwyn Bay as a first-class watering-place. The hotel stands in its pleasant park of beech and oak trees, more especially remarkable for the famed view from what is known as the "Flagstaff," a highly-elevated vantage-point amidst leafy recesses, and yet overlooking the verdant Vale of Conway, the rugged cliffs of the Great and Little Orme, and a vast seaward expanse over the Irish Channel. Amongst the various destinations which find favour with visitors is Llandrillo-yr-Rhos, celebrated for its salmon fishery and sagacious fishing dogs. At the station is a bookstall. The "Pwlycrochan" and the "Colwyn Bay" are the leading hotels. (Population—4,750.) Press—*Colwyn Bay Gazette, Colwyn Bay Visitor, Weekly News.*

Still pressing on, we pass the hill of Bryn Euryn on the right, then Llangapstenin church, and approaching the estuary of the Conway and the Carnarvonshire mountains, enter LLANDUDNO JUNCTION (for *Llandudno, Llanrwst, Bettws-y-Coed, and Blaenau Festiniog*). Here are a letter-box, a telegraph office, and refreshment-rooms. The "Llandudno Junction Hotel" is close to the station. To the right is a short branch for Llandudno, while on the left is another to Blaenau Festiniog. Travelling by the former line, we view Conway Castle, and soon reach DEGANWY, where are some charmingly situated estates which, under the direction of Mr. G. H. Felton, of Llandudno, are being laid out for the erection of residential villas. The new quay accommodates the growing fishery interest and the shipping engaged in the slate trade. Here is the "Deganwy Castle Hotel." With the promontory of the Great Orme's Head in the foreground we now find ourselves nearing

LLANDUDNO,

Fares—1st, 36/0; 2nd, 28/6; 3rd, 18/11. Return—1st, 66/6; 2nd, 50/-; 3rd, 37/10.

227 miles from Euston. Llandudno, in addition to being generally recognised as one of the most fashionable of Welsh watering-places, claims the somewhat euphonious title of the "Queen of the West;" yet, if we take into consideration the splendid situation of St. George's Bay, its sheltering headlands, magnificent beach, and expanse of sea; its elegant residences, enjoying all the climatic advantages of salubrious air, with every sanitary improvement, including an abundant supply of pure water; and the picturesque excursions which are within easy reach, we can but own that its assertions of regal superiority are very fairly established. The climate of Llandudno is acknowledged to be unrivalled for its salubrity, having a smaller rainfall, a drier and less foggy atmosphere, and a lower death-rate than any other town in the Principality. Its mean annual temperature is likewise higher than that of any seaside place, not only in Wales, but England, Osborne in the Isle

of Wight alone excepted, the temperature of Osborne being 50·9°, and that of Llandudno 50·5°. The town enjoys all the advantages of an excellent sanitary system, embracing an admirable drainage scheme constructed on the most approved modern system under the superintendence of Mr. Baldwin Latham, C.E. The water-supply, completed at a cost of £40,000, and opened by H.R.H. the Prince of Wales in 1880, is practically inexhaustible. The system was carried out by Mr. T. T. Marks, C.E., Engineer to the Llandudno Improvement Commissioners, and the water is pronounced by Dr. Frankland to be "fully equal to the celebrated Loch Katrine water" which supplies the city of Glasgow. According to returns published by the medical officers of health, the average death-rate for a period of ten years was 14·6 per 1,000; while a recent report of the district medical officer gives the rate at 12·12 per 1,000 among the residents only.

Llandudno, for a winter residence, has few rivals in the United Kingdom, and will compare favourably with some Continental health resorts; hence it is highly commended by the medical faculty. The air is dry and bracing, but while the atmosphere is naturally colder during the winter months, yet it is tempered by various influences which, in conjunction with the neighbouring mountains, conduce to render the town an agreeable sojourning place for the winter season. On reference to the quarterly return of the Registrar-General, the high winter temperature of Llandudno, combined with the low degree of its humidity as compared with London, Barnstaple, Bournemouth, Osborne, and other places, clearly proves it to be one of the most desirable winter resorts for invalids which can be found in the country. During the summer of 1890 Llandudno was honoured by a visit from H.M. Queen Elizabeth of Roumania, who expressed her appreciation of this most charming seaside sanatorium; while Llandudno as a winter residence was most warmly commended by the late Right Honourable John Bright.

Foremost among the eminently interesting natural features of Llandudno are undoubtedly the two mighty promontories of rock which are known respectively as the Great and Little Orme's Head. The former is a noble cliff, towering in massive grandeur to the height of 750 feet, clothed with grass and heather, and pierced by deep ocean-washed caves, the bleak homes of innumerable sea-birds. High on its side stands the ancient Church of St. Tudno, while the extensive Marine Drive affords a grand ocean view, and leads by the lighthouse, which shows a fixed light visible over twenty miles of sea. The Great Orme's Head also offers excellent facilities for the study of practical geology and field botany, itself affording many attractions, and giving easy and speedy access to most of the districts that are either botanically or geologically interesting. The

Little Orme can be pleasantly reached by a boat excursion, and its rugged beauty and associations with old-time legend will well repay the ramble. Another favourite pleasure resort nearer to the town is known as the Happy Valley. For recreation Llandudno has a good and safe river close at hand for boating; two perfectly safe bays for bathing; and public swimming baths, which are amongst the largest in England. Here, too, are Turkish baths and other advantages; also abundance of scope for cricket, football, mountain excursions, and all kinds of open-air sports and exercises.

Of the numerous striking buildings in Llandudno, space will not permit an extended notice, so let it suffice to remark that the principal thoroughfares are Mostyn Street, Church Walks, and the Parade; while visitors will find in the fine pier, comfortable library, reading-rooms, and handsome baths, all the necessities for sea-side enjoyment. High-class instrumental and vocal concerts are given during the season in the great pavilion on the pier, also by M. Riviere's grand orchestral band in Riviere's Concert Hall, situated upon the esplanade. The General Post Office is in Gloddaeth Street. Every information relating to estates and furnished or unfurnished houses can be obtained of Mr. George F. Felton, at his well known and centrally situated estate offices in Mostyn Street.

Throughout the season coach tours are arranged in connection with the "*London and North Western Railway*," the series of drives including the principal points of attraction in which North Wales abounds. During the summer Llandudno will also be found a most convenient centre for railway excursions, frequent trains being run direct to the charming scenery of Llanrwst and Trefriw, Bettws-y-Coed, Pont-y-pant, Dolwyddelen, Roman Bridge, and Blaenau Festiniog; also *via* Bangor to Carnarvon and Llanberis. Full particulars of these trips can be obtained at the railway station.

The leading hotels are—the "St. George's," the "Imperial," the "Marine," the "Queen's," the "Royal," the "Prince of Wales," the "North Western," the "Alexandra," and the "Baths." "Lockyer's," "Moon's," the "White House," "Goulding's," the "Wave Crest," the "Clarence," and "Heath House" are private hotels or boarding-houses. Here, too, are the "Craigside Hydropathic" and the "Llandudno Hydropathic Establishment." (*Population—7,333.*)
Press—*Llandudno Advertiser, Llandudno Directory, Llandudno Register.*

(For additional illustrations of Llandudno, see Panoramic Map, page 88.)

On our return to LLANDUDNO JUNCTION we cross the main line and traverse the glorious vista of the Conway Valley. Leaving the station, we see over the river the small village of Llansantffraid,

known as GLAN CONWAY, and then pass on to TAL-Y-CAPN AND EGLWYRBACH, from which we gain a view of Moel Eilio. Nestled amidst wooded hills on the right is *Trefriw*, with its countless charms of mountain, forest, and waterfall, one of the most delightful and comparatively untrodden resorts of North Wales. The



THE CONWAY VALLEY, BETTWS-Y-CORN.

exquisite intermingling of rock, fern, and water, in the charming "Fairy Falls"; the numerous miniature lakes to be found amidst the mountain recesses of Carnarvonshire; and the wide waters of the regal Conway, affording splendid salmon and trout fishing, complete a pleasant but practical picture of enjoyment. Trefriw is likewise celebrated for its medicinal waters, which, combining both chalybeate and sulphuric constituents, have been recommended by some eminent medical authorities. Here is the "Belle Vue Hotel." Our

next station is LLANRWST and TREFRIW, the former a small market town, with an interesting church, where rests Llewellyn, the last of the Welsh princes. Not far distant is Gwydir Castle, which will well repay a visit. Hotels—The "Victoria" and the "Eagles." During the summer months a coach in connection with certain trains



THE FAIRY GLEN, BETTWS-Y-COED.

runs from Llanrwst to Trefriw. Quitting Llanrwst, we catch a glimpse of the town, with its celebrated bridge, designed by Inigo Jones, ere we skirt a range of foliage-clad cliffs and approach

BETTWS-Y-COED,

Fares—1st, 30/-; 2nd, 20/6; 3rd, 10/10½. Return—1st, 70/6; 2nd, 51/6; 3rd, 20/0.

238½ miles from Euston. Bettws-y-Coed, or "the chapel in the wood," is the point where the Llugwy, the Lledr, and the Machno

effect the confluence of their waters with those of the majestic Conway. Here, amidst a profusion of the richest river, loch, and woodland scenery to be found in North Wales, are such oft-painted spots as the Fairy Glen, the Conway Falls, Pandy Mill, the Falls of the Machno, the Miner's Bridge, the Swallow Falls, Pentre Voelas, and the Lledr Valley. In many respects Bettws may be termed a paradise for pedestrians, being a centre from which a well-nigh inexhaustible variety of short or longer walks afford tours through a beautiful and characteristic series of Welsh landscapes. Amongst the finest and most accessible view-points are Gallt-y-Foel (800 feet) and the neighbourhood of Capel Garmon. The mountain peak most in evidence from all parts of the district is the Carnarvonshire Moel Siabod (2,865 feet). Every lover of pictures will remember how fond of this district was David Cox, the prince of Welsh landscape painters. An interesting memento of the artist, to be found in the hall of the "Royal Oak" hotel, consists of the original sign-board, once good-naturedly painted by him for the primitive and far humbler hostelry of what was then but a rural village. At the station are a refreshment-room and a bookstall. During the summer a well-appointed coach service, starting from the railway station and calling at the "Royal Oak" and other leading hotels, affords access to *Capel Curig*, *Beddgelert*, and the mountain scenery of Llanberis and the Snowdon district. The principal hotels are the "Royal Oak," the "Waterloo," the "Gwydr," and the "Glanaber."

Our southward course from Bettws-y-Coed is bordered by fern-clad heights that overlook a deep valley. Then we bid adieu to the Conway, and enter the Vale of the Lledr, with its treasures of rock, river, and foliage, grouped in every conceivable variety of form and colour. To our right we perceive the river threading its devious course amidst moss-covered boulders. After sighting the summit of Moel Siabod, we run to PONT-Y-PANT, and thence reach DOLWYDDELEN, where is the "Benar View" hotel. Here we may gain a glimpse of Snowdon (3,571 feet), the monarch of the Welsh mountains. Moving on, we see to the right the ruins of Dolwyddelen Castle, famous as the birthplace of Llewellyn the Great, and then through a cutting enter a picturesque ravine. ROMAN BRIDGE left behind, the line begins to wind in and out amongst gigantic masses of cliff, which gradually close around us until the mountain Gerdinnon stands across our course, but is pierced by a long tunnel. Presently dashing into the darkness, we proceed with roar, rattle, and rush for some two miles, emerging almost as suddenly as we entered upon a strange transformation scene, finding ourselves amidst a veritable valley of slate, surrounded by quarried galleries, lofty rubbish-heaps, tramways, wharves, and the endless dark surroundings belonging to the slate mountains of

BLAENAU FESTINIOG

(For *Tan-y-Bwlch, Minffordd Junction, and Portmadoc*),

Fares—1st, 39/2; 2nd, 29/6; 3rd, 20/7. Return—1st, 70/6; 2nd, 51/6; 3rd, 41/2.

247 miles from Euston. Here, at an elevation of some 600 feet above the level of Bettws-y-Coed, in the neighbourhood of the beautiful Festiniog Valley and amidst the busy industrial scene afforded by the slate quarries, we reach our terminal station. But we may very profitably find the means of extending our journeys by joining the picturesque "*Festiniog Railway*," a narrow-gauge system that threads its course across the mountains towards Portmadoc. These interesting toy trains, which annually carry about 100,000 passengers, traverse a series of singularly curved rock terraces affording a road some 13½ miles in length. Its eastern terminus is at DUFFWS, within half a mile of the BLAENAU FESTINIOG station, which is exactly opposite the "*North Western*" terminus. Hence the trains of tiny miniature carriages drawn by miniature locomotives run to TAN-Y-GRISIAU and DDUALLT, ere, with a grand prospect over the Vale of Festiniog, they reach TAN-Y-BWLCH, which affords access to the richly picturesque Maentwrog Valley and the Raven Falls. Here tourists can join the old mountain road to Beddgelert, a track that affords magnificent sea and land views. At this charming spot, a most delightful centre for trips over the hills and through the valleys of "*Wild Wales*," are the "*Oakley Arms*" and the "*Grapes*" hotel.

(For an illustration of *Tan-y-Bwlch*, see *Supplementary Pictorial Pages*.)

Still continuing our descent we gain a fine marine prospect far away on our left as we proceed by PENRHYN, and with the mountains of Snowdonia to the right reach MINFFORDD JUNCTION, where connections are made with the "*Cambrian*" services, ere we reach PORTMADOC, some 700 feet below the level of the Festiniog station at Duffws. At Blaenau Festiniog is the "*London and North Western Hotel*," which is under the management of the Company.

Resuming our journey from LLANDUDNO JUNCTION, with the Great Orme's Head far away to the right, and on our left the wide estuary of the Conway, we cross the latter by the first Tubular Bridge, which was constructed by George Stephenson. The elegant suspension bridge on our right was designed by Thomas Telford. We then run by the massive walls of the castle, and enter

CONWAY,

Fares—1st, 36/4; 2nd, 28/6; 3rd, 18/6½. Return—1st, 66/-; 2nd, 49/6; 3rd, 37/5.

221½ miles from Euston. The first interest of Conway is palpably its fine thirteenth-century castle, erected by Edward I. It is a stately ruin, with imposing traces of bygone feudal grandeur



CONWAY CASTLE.

spacious halls, courts, and chapel, beautiful even in their decay. The town is remarkable for its triangular encircling walls similar in form to a Welsh harp; but next to the castle the principal feature of note is Plas Mawr, a fine Elizabethan mansion, containing a magnificent collection of pictures and curiosities. Amongst the favourite resorts for visitors is the Marine Promenade, affording charming views over the estuary of the Conway. The leading family hotel is the "Castle." After leaving Conway we skirt the Conway Mountain (800 feet) on the left, then speed through the Penmaenbach tunnel, and running under the lee of Mael Llys soon reach

PENMAENMAWR.

Fares -1st, 37/2; 2nd, 29/2; 3rd, 19/1. Return--1st, 67/3; 2nd, 50/9; 3rd, 38/2.

229 miles from Euston. One of the most select and attractive of the many charming watering-places to be found on the picturesque coast of North Wales is the seaside village of Penmaenmawr, which rejoices in a climate that in many respects may be compared to Torquay, of which Charles Kingsley so graphically wrote, "Here the flowers of Autumn meet the blooms of Spring, and the old year lingers smilingly to twine a garland for the new." This pretty Cambrian health resort of hillside villas nestled amidst a mass of foliage faces the broad bay of Beaumaris, and is sheltered by a broken range of lofty hills. Eastward Ailwen terminates in the rocky mass of Penmaenbach (780 feet), that juts towards the sea. In this direction are the Sychmant Pass with its responsive echo-rock, the hill of Trwyn-y-Wylfa, the tiny village of Dwygyfylehi, and the beauties of the verdure-clad Fairy Glen, through which flows a mountain streamlet. The next link in this grand chain of heights is the well-formed summit of Mael Llys (1,150 feet), the "Bilberry Hill," which at an elevation of some eight hundred feet above the ocean bears the Jubilee Path, which was cut upon the side of this Welsh mountain as a memorial of the Queen's Jubilee in 1887. It affords an easily accessible vantage-point for magnificent views. Just below this terrace of rock rises Ffrith Demondydd (650 feet), and southward may be seen the heather-mantled hill of Moelfre. The ridge of mountains is completed on the west by Craig-y-Fodwen; Craig-y-Lwyd, scarred by its granite quarries; and the massive rock of Penmaenmawr (1,553 feet), the "Great Stone Head" of Snowdonia, here bounded by the ocean. Within easy reach of the village are many delightful mountain rambles, of which we may name those to the Green Gorge, Meini-Hirion with its Druidical stones, the walk to Conway through the Sychmant Pass (575 feet), the road to Llanfairfechan by way of Penmaenan, and the ascent of Penmaenmawr.

Speaking generally, the attractions of Penmaenmawr are its singularly salubrious climate, a natural tonic of combined sea and mountain

air, while its immediate surroundings abound with every variety of typical Welsh scenery. The graceful configuration of its grey or green encircling mountains, here and there mantled by foliage rich with ever-varying tints of colour, and the charming prospects over its many-hued sea towards Puffin Island and the lighthouses of Anglesea, are long to be remembered by those who, like the Right Hon. W. E. Gladstone, have frequently enjoyed the privilege of a



PENMAENMAWR, FROM CRAIG-Y-LWYD.

restful holiday at Penmaenmawr. For, according to "*Truth*" of September 22nd, 1892, "Penmaenmawr is emphatically a place to idle in, whether in the hotel grounds or in the garden of one of the fascinating villas on the mountain-sides. In ten minutes either way you can be on the seashore, looking at the waves, or on your back on a bed of delicious mountain heather. You may be lolling on the beach one hour, and mounting by a Swiss Alpine path to the famous 'Green Gorge' the next. When you are weary of the Jubilee Path or the mountain-side, and have done the glorious pass that leads to Conway, and have visited Conway's Elizabethan house, and have sunned yourself on the castle walls, you may be away over the Menai Bridge, scrambling about the ivy-

covered keeps and dungeons of Beaumaris, watching tennis matches or yacht races, or, if more romantically inclined, following the track of many an artist at brawling, waterfall-soothing, camera-haunted Bettws-y-Coed." The little town is well supplied with good shops, and the Post Office is in the High Street. A Local Board of Health superintends the sanitary arrangements, which comprise an excellent system of drainage and an abundant supply of pure water. It is almost needless to remark that excellent accommodation can be had at the "Penmaenmawr Hotel," for has it not been placed on record that this same hotel is "situated on a promontory, in lovely grounds, and surrounded by villas and pleasaunces such as Horace and Mæcenas would have loved"? Here, too, are the "Mountain View Hotel" and the "Mona Boarding House." The neighbourhood abounds in high-class furnished apartments—indeed, too many for enumeration—but ere passing we may note that a most comfortable place of sojourn is "Plas Arvon," which has a pleasant garden and commands delightful views. (*Population*—2,710.)

(For an additional illustration of Penmaenmawr, see Map of North Wales, page 206.)

Resuming our westward journey, we may on our right discern the distant coasts of Anglesea and Puffin Island. Still skirting the shore, we approach the great granite headland of Penmaenmawr (1,553 feet), which is traversed by steep mountain passes and Telford's coach road, constructed in 1827. Both are now alike superseded by the iron highway, which extends through a tunnel to

LLANFAIRFECHAN,

Fares—1st, 57/8; 2nd, 29/6; 3rd, 19/3d. Return—1st, 68/3; 2nd, 51/3; 3rd, 38/6.

231½ miles from Euston. The pretty little seaside health resort of Llanfairfechan has many genuine attractions. Although favoured with a genial climate, and well protected from the colder winds, it occupies a somewhat more open situation than Penmaenmawr, but, like it, forms a most convenient centre for countless charming excursions. Within a few miles are mountains, which well repay the time expended in their ascents; while, nearer to the village, the summits of Dinas (1,050 feet) or Carreg Fawr (1,150 feet) afford pleasing prospects over land and sea. Other local attractions are Aber Lake, Llyn Nanhafon, and the Druids' Circle. The "Queen's" and the "Castle" are the leading hotels. (*Population*—2,407.)

Looking over the ocean, we can now see the lofty Bulkeley Monument near to Beaumaris, a pleasant watering-place of Anglesea, and presently obtain a fine view of Penrhyn Castle. Within three miles of ABER station are the famous Aber Falls. After crossing the Ogwen we may notice the Bethesda branch bearing away on our left, and then through another tunnel we enter

BANGOR

(For *Beaumaris, Bethesda, Amlwch, Carnarvon, Llanberis, Rhyl-ddu, Nantlle, Afonwen, Criccieth, Pwllheli, and Portmadoc*),

Fares—1st, 30/-; 2nd, 30/6; 3rd, 19/11. Return—1st, 70/6; 2nd, 53/-; 3rd, 38/6.

239 miles from Euston. Bangor is not only a cathedral city, and the seat of a University, but the capital of North Wales, and an important railway centre. Owing to its situation upon one of the principal approaches to Snowdonia, and its own attractive site, commanding far-reaching sea and mountain views, Bangor is a favourite resting-place for tourists. It is likewise a convenient centre for coach excursions to the Vale of Nant Francon, Capel Curig, and Bettws-y-Coed. Amongst the pleasant watering-places within easy access of Bangor is *Beaumaris*, on the coast of Anglesea, which is famous for its picturesque scenery and the ruins of an ancient castle. Here is the "Bulkeley Arms Hotel."

Passing by the Recreation Ground and small Museum, the three leading attractions of Bangor are its cathedral, the University College of North Wales, and the neighbouring seat of Lord Penrhyn. Bangor Cathedral, which stands upon the site of a monastic church founded during the sixth century, is mostly a Perpendicular pile, but contains portions of Decorated work. It was the subject of a costly restoration, carried out by the late Sir Gilbert Scott, and contains several memorials. Not far distant is Penrhyn Castle, surrounded by a park of seven miles circumference, enclosed by a slate wall, in which are three entrances leading to the hill on which stands the modern Norman mansion. The General Post Office is in High Street. A weekly corn market is held on Friday.

Bangor Station is the point of exchange for the branch services to Amlwch and Bethesda; also for the lines to Carnarvon, Llanberis, Afonwen, Pwllheli, Criccieth, and Portmadoc. A letter-box, telegraph office, and bookstalls are on the up-platform. Here, too, are refreshment-rooms. Before leaving Bangor we must make a short trip over the Bethesda line, which diverges southward by FELIN HEN and TREGARTH, and thence extends through the valley of the Ogwen to BETHESDA, near to Lake Ogwen and the pass of Nant Francon. Within easy reach are the Penrhyn Quarries, with their long terraces of slate, here rising one above another over the mountain side, and furnishing employment for about 3,000 hands. Another short trip from Bangor is afforded by the trains that run over the branch to Amlwch, on the north coast of Anglesea, once the island home of the Druids. Steaming over the main line to GAERWEN, we diverge to the right, and proceed by HOLLAND ARMS, LLANGFNI, LLANGWYLOG, LLANERCHYMEDD, and RHOSGOCH to AMLWCH, a small old-fashioned Welsh town, which aspires to become

a watering-place. It possesses a good sea front, while Cemmaes Bay and Bull Bay are also easily accessible. Hotels of Amlwch—The "Dinorben Arms" and the "Bull Bay." Amongst the leading hotels of Bangor and its vicinity are the "George," the "British," the "Castle," and the "Belle Vue." (*Population*—9,892.)

Press—*Gwalia, North Wales Chronicle, North Wales Observer.*

(For an illustration of the Menai Straits, see Supplementary Pictorial Pages.)

Departing from Bangor, and travelling over the Carnarvonshire lines that lead to Carnarvon, to Llanberis for Snowdon, and also to Rhyd-ddu, Nantlle, and Afonwen, we pass the station of **MENAI BRIDGE**, then bear away to the left, and proceed through **TREBORTH, PORT DINORWIC, and GRIFFITH'S CROSSING, to**

CARNARVON

(For Llanberis, Rhyd-ddu, Nantlle, Afonwen, Criccieth, and Pwllheli),

Fares—1st, 40/6; 2nd, 31/9; 3rd, 20/7½. Return—1st, 73/-; 2nd, 54/3; 3rd, 40/4.

247½ miles from Euston. Seated on the south shore of the Menai Straits, and close to the mouth of the river Seiont, Carnarvon is largely connected with the seaport interest in the shipping of slate and copper ore, and is also the principal market town in Carnarvonshire. It was originally encircled by walls, which are mostly entire, flanked here and there by towers, and approached by two gateways. One of the principal open spaces in the town is Castle Square, which contains a noble fountain. Carnarvon Castle is one of the finest fortresses in the kingdom. It covers an area of nearly three acres, dates from the thirteenth century, and owns walls of immense solidity, pierced by extensive galleries. The Eagle Tower is remarkable for its three lofty turrets, once surmounted by sculptured eagles. The main entrance consists of a massive gateway, with grooves for portcullises, and in the centre may be found the remains of an imposing statue of its founder, Edward I. Tradition points to the Castle as the birthplace of his son, afterwards Edward II., and the first English Prince of Wales. The chief of the remaining buildings are the County Hall, the Market House, the spacious Eisteddfod Pavilion, and Christ Church. The General Post Office is in Castle Square. A market is held here on Saturday. *Carnarvon Station* is a junction for the branch services to Llanberis, Rhyd-ddu, and Nantlle, all of which are connected with the line that extends southward to Afonwen. Here are a letter-box, a telegraph office, and a bookstall. The leading hotels are the "Royal," the "Sportsman," the "Prince of Wales," the "Castle," and the "Arvonian Temperance Hotel." Press—*Carnarvon Herald, Y Genedl Gymreig, Herald Cymraeg, North Wales Observer, Y Werin.*

Travelling towards the branch that communicates with Llanberis,



THE PASS OF NANT FRANCON.

we see Twt Hill, a famous view-point, on our left, pass through Carnarvon, and after parting with the Afonwen line cross the highly picturesque course of the Selout. Before long we are at PONT RUG, and speed onwards by PONTREYTHALLT and Llanrug village to CWM-Y-GLO, where we have a fine glimpse of Snowdon (3,571 feet) on the right. We then pierce a very short tunnel, and emerge on the shore of Llyn Padarn, a wide sheet of placid water renowned for trout and char, and bordered by the dark terraced masses of the slate quarries that here form the valley of

LLANBERIS,

Fares—1st, 42/2; 2nd, 33/6; 3rd, 21/4. Return—1st, 75/9; 2nd, 56/3; 3rd, 42/2.

256½ miles from Euston. Llanberis, which has been termed the “Chamouni of Wales,” is a favourite centre for the mountaineering and coaching fraternity. As the capital of Snowdonia, it is during the summer thronged with parties intent on scaling the monarch of the Welsh mountains, which, although approachable from Beddgelert, Snowdon Ranger, and Capel Curig, is more generally visited from Llanberis. Beyond the spots already named, which, during the tourist season, can mostly be reached by a series of well-appointed coach services that afford communication throughout North Wales, we should remind our readers that the grand passes of Llanberis, Nant Francon, and Aberglaslyn, also the vale of Gwynant, are within the limits of daily excursions from Llanberis. Amongst the more purely local attractions we might name Llanberis Glen and the Ceuuant-ypawr Fall, the ruined tower of Dolbadarn Castle, and the Dinorwic Slate Quarries. Guides for the ascent of Snowdon can be met with at the hotels, which include the “Victoria,” the “Padarn Villa,” the “Castle,” and the “Dolbadarn.”

Again starting from CARNARVON, we travel over the line to Afonwen, and, after leaving the Llanberis branch on the left, steam to DINAS JUNCTION, where we change carriages for the “*North Wales Narrow Gauge Railway*,” which runs by TRYFAN JUNCTION—where is a branch to RHOSTREFAN and BRYNGWYN—to WAENFAWR, BETTWS GARMON, SNOWDON RANGER, and RHYD-DDU, which is the nearest point for the ascent of Snowdon, and is within four miles of *Beddgelert*. Here is the “Royal Goat” hotel. Continuing our journey from Dinas, we pass LLANWNDA and GROESLON, and come to PENYGROES, with its short branch to NANTLLE, so famous for its picturesque lakes. Still with fine mountain and valley scenery on our left, we run by PANT GLAS, BRYNKIR, YNYS, LLANGYBI, and CHWILOG to AFONWEN, where is a refreshment-room. Here we reach a terminus of the “*North Western*” metals. Hence we will briefly notice their extension by means of the

Rejoining the main line at BANGOR, we now continue our journey towards Holyhead, and, passing the station of MENAI BRIDGE, gain a good view of Telford's graceful Suspension Bridge and the clustered houses of Menai Village, across the Strait, while still farther away rises the lofty memorial column to the late Marquis of Anglesea. After parting company with



THE BRITANNIA TUBULAR BRIDGE AND THE MENAI STRAITS.

(From a photograph by Messrs. Poulton & Son, London.)

the Carnarvonshire line we approach the stately entrance to Stephenson's Britannia Tubular Bridge, which was erected over the Menai Straits by an outlay of £600,000. This remarkable feat of modern engineering provides a track 103 feet above the level of high water. It occupied some four years in its construction, and was completed in 1850. Running through its length of 1,513 feet, we emerge on the shore of Anglesea, with a beautiful view of the Straits and their adjacent scenery. On the left bank is a statue of Lord Nelson, and not far distant we may perceive the

handsome mansion of Plas Newydd, the beautifully-situated seat of the Marquis of Anglesea. LLANFAIR is quickly cleared, after which the blue ranges and peaks of the Snowdon mountains rise well over to the left. Running by GAERWEN, we cross the Cefni river, and hasten on to BODORGAN, where is Llyn Coron, a small lake that affords some good fishing. Then, with a glimpse of the sea, we reach TY CROES, which is succeeded by VALLEY, with the massed foliage of Penrhos Park on the right. We now perceive the mighty headland of Caer Gybi (719 feet), and within view of the South Stack Lighthouse enter

HOLYHEAD

(For *Kingstown; Dublin, North Wall Station; and Greenore*),

Fares—1st, 44/-; 2nd, 35/-; 3rd, 21/11½. Return—1st, 75/-; 2nd, 59/-; 3rd, 38/6.
Express— „ 48/6; „ 34/6. „ „ 82/6; „ 65/-.

263½ miles from Euston, 160½ from Birmingham, 111½ from Liverpool, and 124½ from Manchester. Holyhead, or the Holy Island, is separated from the mainland of Anglesea by a narrow strait, crossed by the railway and Telford's coach road. The scenery of its coast is of a wild and impressive character; the best general view being obtained from Holyhead mountain, or Pen-Caer-Gybi which here affords a grand prospect of the town and its noble harbour, with bold outlines of mighty cliffs and rugged rocks, over which dashes the restless sea. To the right is Holyhead Bay, and far away to the north-west can be seen the Skerries, on whose rocky islands stands a lofty lighthouse. Before descending we should note the plain of Anglesea with the distant range of Carnarvonshire mountains, old Snowdon reigning over all. Ere passing we may remark that surrounding the sides of Pen-Caer-Gybi are scattered many British and Roman remains. One of the most wildly romantic spots in the neighbourhood is the isolated mass known as the South Stack Rock. The lighthouse is reached by a descent of nearly four hundred steps cut in the solid cliff, here pierced by innumerable caverns, haunted by myriads of wild sea-birds, and echoing with their discordant cries.

The magnificent Harbour of Refuge is formed by the fine break-water, affording a spacious promenade extending for a mile and a half, towards its termination by a lighthouse. The Admiralty Pier, over which runs the "Irish Mail," and from whence start the splendid mail steamers of the "*City of Dublin Steam Packet Company*," has a length of one thousand feet. It is approached by a marble arch in commemoration of a visit from His Majesty George IV. in 1821. The Government improvements involved an expenditure of nearly a million and a half of money, and occupied twenty-six years in completion.

But to revert to the spacious and elegant terminal station of the "*London and North Western Railway*," which adjoins the new harbour, and is constructed on land that by immense outlay has been

reclaimed from the sea. The area of this harbour is twenty-four acres, and there are no fewer than fifteen miles of sidings in connection with the traffic. The extensive arrival and departure platforms are lit by electricity, and at their junction stands a handsome clock-tower, bearing an inscription recording the commencement of the works in 1875, their completion in 1880, and their inauguration by H.R.H. the Prince of Wales. On one side of the platform run



HOLYHEAD HOTEL AND STATION.

the mail and fast trains, while on the opposite side lie the magnificent express steamers, especially constructed for speed, and 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 steamer for Greenore leaves Holyhead after the arrival of the night train, and reaches its destination early on the following morning. GREENORE possesses a first-class hotel, connected with the "*London and North Western Railway*," and commanding a magnificent view over Lough Carlingford and the Mourne Mountains. It is also well situated as regards railway communication with Dundalk, Newry, Belfast, Enniskillen, Londonderry, and throughout the North of Ireland. Upon Holyhead Quay stands the "*Prince of Wales Hotel*," which is under the management of the Company. Here are refreshment-rooms, where luncheon baskets can be supplied. Within the station are a letter-box, a telegraph office and bookstalls. (*Population*—8,726.) Press—*Holyhead Weekly Mail*,



MAP
OF
—✂— IRELAND, —✂—
IN
DIRECT CONNECTION
BY THE
"ROYAL MAIL" AND "IRISH EXPRESS"
SERVICES
OF THE
London and North Western Railway
WITH
LONDON
(Euston, Broad Street, Victoria),

OXFORD,	BRISTOL,	YORK,
CAMBRIDGE,	CARDIFF,	SUNDERLAND,
NORTHAMPTON,	SWANSEA,	NEWCASTLE,
LEICESTER,	LIVERPOOL,	CARLISLE,
LEAMINGTON,	MANCHESTER,	EDINBURGH,
BIRMINGHAM,	HUDDERSFIELD,	GLASGOW,
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THE LAKES OF KILLARNEY.

For the Great Southern and Western Railway, see pages 249 to 254.

MAIL SERVICES BETWEEN ENGLAND, NORTH WALES, IRELAND, AND AMERICA.

B.—HOLYHEAD TO KINGSTOWN, DUBLIN, AND QUEENSTOWN FOR NEW YORK.
 HOLYHEAD TO WATERFORD, LIMERICK, KILLARNEY, CORK, AND BANTRY.
 HOLYHEAD TO ATHLONE, GALWAY, CONNEMARA, WESTPORT, AND SLIGO.
 HOLYHEAD TO ENNISKILLEN, LONDONDERRY, BELFAST, AND PORTRUSH.
 HOLYHEAD TO KINGSTOWN, BRAY, WICKLOW, AND WEXFORD.

HOLYHEAD TO KINGSTOWN AND DUBLIN FOR KILKENNY AND WATERFORD; *via* LIMERICK JUNCTION TO LIMERICK AND WATERFORD; *via* MALLOW JUNCTION TO LISMORE, THE BLACKWATER DISTRICT, AND THE LAKES OF KILLARNEY; *via* CORK TO QUEENSTOWN FOR THE MAIL STEAMERS TO AND FROM THE UNITED STATES; AND *via* BANTRY AND GLENGARRIFF TO KILLARNEY: ALSO *via* ATHLONE TO GALWAY FOR THE CONNEMARA DISTRICT; SLIGO; AND WESTPORT: ALSO FOR DUNDALK, NEWRY, ARMAGH, AND ENNISKILLEN; LONDONDERRY; AND TO BELFAST, LONDONDERRY, AND PORTRUSH: ALSO TO THE MOURNE MOUNTAINS, BELFAST, AND THE NORTH OF IRELAND *via* GREENORE, *via* BELFAST, AND *via* LARNE: AND TO KINGSTOWN OR DUBLIN FOR BRAY, WICKLOW, NEW ROSS, AND WEXFORD.

BY general consent the mail and express steamers running between Holyhead and Kingstown, or between Holyhead and Dublin, are acknowledged to afford the finest Channel services that sail from the coast of Great Britain. Indeed, Englishmen and Irishmen are alike agreed as to the excellence and regularity of the traffic communications established between North Wales and Ireland. In connection with these Irish Channel services is the fine fleet of mail steamers belonging to the "*City of Dublin Steam Packet Company*." The mail boats—which perform their Channel passages within three and a half hours—are known as the *Ulster*, the *Connaught*, the *Leinster*, and the *Munster*, also the *Ireland*, 380 feet in length, and of 6,000 horse-power. These magnificent vessels, which are lit by electricity, and fitted with sumptuous saloon accommodation for first- and second-class passengers, provide express mail services twice daily both to and from

KINGSTOWN

(*For Bray, Wicklow, Wexford, and Dublin: also for the Mail Expresses to Cork and Queenstown via Kingsbridge; Galway and Sligo via Broadstone; and Londonderry and Belfast via Amiens Street*),

Fares by the Irish Mail—1st, 55/6; 2nd, 41/6. Return—1st, 92/6; 2nd, 69/-.

328 miles from Euston. The pleasant marine resort and favourite yachting station of Kingstown owns a spacious harbour that shelters the steamer pier where the trains of the "*Dublin, Wicklow and Wexford Railway*" are drawn up alongside the mail steamers that arrive from or depart to Holyhead. By means of these special trains, that leave immediately after the arrival of the British mail, passengers are enabled to travel direct to DUBLIN (*Westland Row*). The "*Loop Line Junction Railway*" also supplies a road for the through mail and passenger carriages for Cork and Queenstown, Galway and Sligo, and Belfast and Londonderry, that now run from *Carlisle Pier* in connection with the British mails. Hotels—The "*Royal Marine*" and the "*Anglesea Arms*."

A HIGHLY efficient and most rapid route to Ireland is also afforded by the magnificent express boats belonging to the "*London and North Western Railway*," running to their terminus at Dublin (*North Wall Station*), which for some years has, by means of the "*North Wall Extension*," possessed direct railway communication with all parts of Ireland. Two steamers depart daily from Holyhead and Dublin (*North Wall*). The express fleet comprises the *Rose*, *Shamrock*, *Lily*, *Violet*, and the *Banshee*, one of the swiftest steamers between England and Ireland. Seeing that we are about to describe the passage across St. George's Channel, we will for the time imagine ourselves to be on board one of the "*London and North Western*" commodious express passenger steamers, which are fitted with excellent saloon accommodation, a ladies' boudoir, a gentlemen's smoking-room, and an excellent refreshment department. Steaming out of the harbour, we sweep by the jutting masses of the North and South Stack Rocks, and soon leave the Welsh coast far astern. Presently, if the evening be fine, we discern the long range of Wicklow mountains looming on our left, and then to the right we may see the Hill of Howth, marked by the Baily Lighthouse. Still farther northward is the small island known as Ireland's Eye, also the larger one of Lambay, while again, turning to the south, we may perceive Dalkey Island and the Muglins Rock. Ahead of our bow is the splendid Bay of Dublin. Passing by Kingstown and Howth Head, we now steadily steer on by the Poolbeg Light, then enter the Liffey, and after steaming up its course come to our moorings at

DUBLIN.

North Wall Station

(For *Limerick, Killarney, Cork, Glengarriff, Queenstown, Galway, Connemara, Westport, Sligo, Enniskillen, Londonderry, and Belfast*),

Fares to North Wall—1st, 51/-; 2nd, 38/-; 3rd, 22/6. Return—1st, 85/-; 2nd, 63/6; 3rd, 38/6.
 " Westland Row— " 57/-; " 42/6. " " 93/6; " 71/-.



ARMS OF DUBLIN.

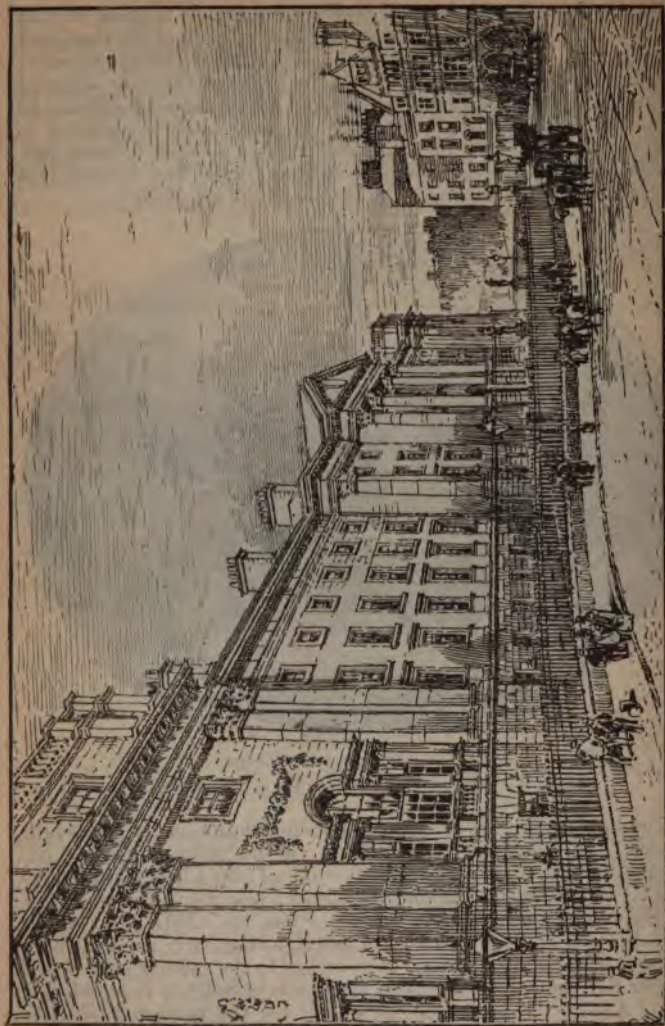
334½ miles from Euston, 229¼ from Birmingham, 181 from Liverpool, 194 from Manchester, 236½ from Leeds, 392 from Glasgow, and 391 from Edinburgh. Passengers pass from the *North Wall* landing-stage through a tunnelled way that leads into the station of the "*London and North Western Railway*." Here we are in direct connection with the "*Great Southern and Western Railway*" for Limerick, Waterford, Cork, Queenstown, and Killarney; with the "*Midland Great Western Railway*" for Galway, Sligo, Westport, and Connemara; and

with the "*Great Northern Railway*" for Dundalk, Newry,



THE CUSTOM HOUSE QUAY, DUBLIN.

Armagh, Enniskillen, Londonderry, Belfast, and Portrush; while by a short drive to the *Westland Row* or *Harcourt Street* stations



TRINITY COLLEGE, DUBLIN.

CITY OF DUBLIN STEAM PACKET COMPANY



DUBLIN AND LONDON

ROYAL MAIL ACCELERATED SERVICE,
VIA KINGSTOWN AND HOLYHEAD.

FASTEST AND BEST PASSENGER ROUTE.

THE MAIL PACKETS

"LEINSTER," "ULSTER," "MUNSTER," "CONNAUGHT," or "IRELAND,"

Sail Twice Daily with Mails and Passengers.

SEA PASSAGE, 3 HOURS 30 MINUTES.

The Mail Packets have unequalled First Class accommodation, excellent Second Class do., Private Deck Cabins, Lavatories, Smoking Rooms, and every modern improvement; they are lighted by Electricity. Passengers leave Dublin by Special Trains from Westland Row for the Kingstown Pier at 6.45 a.m. and 7 p.m.

THROUGH COMMUNICATION BETWEEN KINGSTOWN AND THE INTERIOR OF IRELAND:

Arrangements are made to run Through Lavatory Carriages, of the most improved construction, to and from Kingstown Pier, in connection with the Night Mail Packets and the Great Northern and Great Southern and Western Railway Companies' Mail Trains, so that Passengers can now avoid all the expense and inconvenience of a journey through the streets of Dublin.

These Trains stop at Kingstown Station to set down and take up through Mail Passengers to and from Wexford, Bray, K'ilinney, Blackrock, and other D. W. and W. Railway Company's Stations.

NOTE.—The Postmaster-General has sanctioned a Passenger Carriage being attached to the Train conveying the Mails to Westland Row, in which the Passengers wishing to proceed by Mail Train from Broadstone Station may travel.

For times at stations and Sunday Trains, see Great Northern and Great Southern and Western Railway Companies' Time Tables.

A carriage is now run from Kingstown Pier to Amiens Street in connection with the Day Mail Packet and the Great Northern Railway Company's Evening Trains to Belfast, &c.

Two Express Mail Services each way.—From KINGSTOWN at 7 a.m. and 7.25 p.m. (if the Mails are on board). From HOLYHEAD to KINGSTOWN on the arrival of the 7.15 a.m. and 8.20 p.m. Mail Trains from London. Sleeping Saloons provided between London (Euston) and Holyhead, by the Night Mail Trains. Passengers by the Up Night Mail Train can remain in Sleeping Saloon until 8 a.m.

Through Fares between London and Dublin, and all principal stations in England, Ireland, and Scotland; through tickets issued at the booking offices, and at the booking office on Carlisle Pier, Kingstown.

SEA FARES between KINGSTOWN and HOLYHEAD.

(Tickets to be obtained on Board the Mail Packet.)

1st Class, Single, 10s.; Return, 15s. | 2nd Class, Single, 7s.; Return, 10s. 6d.

RETURN TICKETS ARE AVAILABLE FOR TWO MONTHS.

Passengers can also obtain Tickets to Holyhead at Westland Row Station.

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

NOTE.—Holders of Tickets for London and North Western Company's North Wall Express Route can travel First Class by the Kingstown and Holyhead Mail Packets as follows:—

By payment of 2s. Excess Fare on First Class Tickets.

Do. do. on Second Class do.

Holders of these Tickets can travel in Second Cabin of Mail Packet without extra charge.

These Tickets are available between Kingstown and Westland Row Station.

Beds provided on board the Mail Packets for Passengers, if required; charge, 2s.

Passengers may remain on board the Packet at Kingstown after arrival in the morning until 8 a.m.

Company's Head Office—15, Eden Quay, Dublin.

LIVERPOOL—17, Water Street, and 9, Regent Road, Clarence Dock, Capt. BELFAST—41, Donegall Quay, Mr. H. Bell, R.N., Agent. Moore, Agent.

For further information, see the Company's Time Tables and Cards, and for Conditions on which Passengers are carried in the Company's vessels

DUBLIN.
THE GRESHAM HOTEL,
SACKVILLE STREET,

IS ONE OF THE LARGEST AND BEST APPOINTED IN IRELAND.

LADIES' DRAWING ROOM AND TOILET ROOMS.

FIXED MODERATE TARIFF.



ELECTRIC LIGHT.



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General Post Office,
Trinity College,
St. Patrick's
Cathedral,
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Cathedral,
Phoenix Park,
and all
other places of
interest
in or near
the City of Dublin.



TRAMS PASS
THE DOOR.



ST PATRICK'S CATHEDRAL, DUBLIN.

Dean Swift and the unfortunate "Stella." In another part of the city stands the Cathedral of Holy Trinity, now known as Christ Church, a most ancient edifice, dating from the eleventh century, and containing many remains of its former grandeur. It comprises Transitional, Norman, and Early English work; and, like St. Patrick's, it has been subject to an elaborate restoration, costing over £200,000, which was generously undertaken by another liberal citizen, Mr. Henry Roe. The third cathedral, known as the Church of the Conception, or Pro-Cathedral of the Roman Catholic Church, is a fine building with an imposing portico decorated by statuary.

In connection with ecclesiastical structures we may include Dublin University, or Trinity College, a massive Corinthian pile of extensive proportions, enclosing two noble quadrangles. It is mostly remarkable for its theatre, chapel, and dining-hall hung with portraits; also for the grand library, a magnificent hall surrounded by galleries and rich with an untold wealth of books and manuscripts. Within the College Park, a well-timbered, grassy expanse, are the geological museum, the zoological museum, and an observatory. While speaking of its *alumni* we must not forget such names as Archbishop King, Archbishop Magee, Bishop Usher, Bishop Berkeley, William Molyneux, Henry Flood, John Philpot Curran, the Earl of Mayo, Lord Avonmore, and Sir Thomas Fowell Buxton—all Irishmen of light and learning. Amongst the distinguished men of later days who have hailed from Dublin have been Mr. Aubrey T. De Vere, the poet; Professor John Mahaffy, an authority upon ancient history; Mr. Wm. E. H. Lecky, a skilful and accurate modern historian; and Dr. Wm. H. Russell, the well-known special war correspondent of the *Times*; also such famous physicians as Sir Alexander Armstrong, Sir Thomas Spencer Wells, Sir Wm. R. W. Wilde, and Dr. Robt. B. Todd; likewise Baron Ashbourne, Lord Chancellor of Ireland.

We should next visit the Four Courts, including those of the Queen's Bench, the Exchequer, the Common Pleas, and the Chancery, centred in one abode of the law, the Inns of Court, an imposing edifice, approached by a lofty Corinthian portico supporting a central statue of Moses the Lawgiver, with emblematical figures on either side in the guise of Justice and Mercy. The Circular Hall, surmounted by its noble dome, is a fine feature of the design, and from it access is gained to the different courts. Here we are in precincts which were once traversed by some of Ireland's greatest lawyers and orators, such men as John Philpot Curran, Richard Lalor Shiel, and the mighty Daniel O'Connell.

On Eden Quay will be found the stately structure known as the Custom House, a richly-decorated composition of the Doric order. The clock-tower, which possesses four dials, supports a fine

dome rising some 125 feet, and surmounted by a statue of "Hope." Up on Cork Hill in 1769 was erected the Royal Exchange, now the City Hall. One of the principal thoroughfares is the famed avenue of Sackville Street, with its wide area, spacious footways, and terraces of well-built houses, including many of the first hotels, clubs, and shops. In the centre stands the Nelson Monument, and from this point we may join the tramcars which run throughout Dublin, and also to its principal residential suburbs. On the western side is the General Post Office, a massive erection of mountain granite, with an Ionic portico of Portland stone supporting emblematical statuary, and at its southern boundary is the famous Daniel O'Connell monument designed by Foley. Grafton Street, once the haunt of nobility and fashion, is now chiefly of commercial importance. Close by is St. Stephen's Green, a pleasantly-laid-out area of some thirty acres, with magnificent gardens, in the centre of which is an equestrian statue of George II. Surrounding the Green are the College of Surgeons, the College of Science, and the leading club-houses, hotels, and mansions of the city. Not far distant are the National Gallery and the Royal Irish Academy; also the Science and Art Schools, comprising a museum and a library. College Green is reached by the fine avenue of Dame Street. Here is the famed equestrian statue of William III., and in the same neighbourhood are statues of many eminent Irishmen, including the great Henry Grattan, patriot and orator; Oliver Goldsmith, the author; Edmund Burke, the statesman; and Thomas Moore, the poet. Close at hand is the magnificent Bank of Ireland, formerly the old Parliament House. Ere leaving Ireland's Metropolis we should note that amongst its most famous sons have been the great Duke of Wellington, Sir Geo. P. Colley, Gen. Sir E. Sabine, Archbishop Trench, Sir William Hamilton, Sir Robert S. Ball, Dr. Dionysius Lardner, and Richard Brinsley Sheridan; also Sir Martin Shee, P.R.A.; John H. Foley, the sculptor; John Doyle, the skilful caricaturist; Charles Lever, the popular author of racy Irish fiction; Dion Boucicault, dramatist; two Irish poets, Thomas Moore and Denis MacCarthy; Charles Wolfe, who penned the "*Burial of Sir John Moore*"; and the gifted composer, Charles Villiers Stanford.

North Wall Station is supplied with refreshment- and dining-rooms, and these, with the adjoining "Prince of Wales" hotel, which is most complete in all its appointments, are under the management of the "*London and North Western Railway Company.*" The principal railway termini of Dublin are at *Kingsbridge*, for the south and south-west of Ireland; *Broadstone*, for the west; and *Amiens Street*, for the north and the east; also *Westland Row* or *Harcourt Street*, for the counties of Wicklow and Wexford. The

leading hotels of the city are the "Shelbourne," "Maple's," the "Hibernian," "Morrison's," "Jury's," and the "Gresham," a high-class yet most comfortable hotel, centrally situated in the fine thoroughfare of Sackville Street. The "Central" and "Jury's" are family and commercial hotels. Here, too, is Russell's "St. Stephen's Park Temperance Hotel." (Population—254,709.)

Daily Press—*Dublin Daily Express, Dublin Evening Express, Dublin Evening Mail, Dublin Morning Mail, Dublin Sporting News, Evening Irish Times, Evening Telegraph, Freeman's Journal, Irish Times.* Weekly—*Dublin Gazette, Irish Sportsman, Nation, United Ireland, Weekly Freeman, Weekly Irish Times, Weekly Mail, Weekly News.*

Before leaving Ireland we propose to notice the wide ramifications of the Irish railways emanating from Dublin, Greenore, and Belfast, the larger systems being in direct connection with the "Royal Mail" trains and express boats of the "*London and North Western Railway.*" By means of these facilities travellers from the principal towns in England, Scotland, or Wales can now provide themselves with through tickets for the mercantile centres or tourist districts of Ireland, and proceed thither with the utmost directness, comfort, and speed. Added to the convenience of excellent express trains, the country, with few exceptions, provides most attractive journeys through delightful alternations of scenery towards such centres of scenic beauty or grandeur as the Lakes of Killarney, Glengarriff, the Connemara Mountains, and Portrush; the Donegal Highlands; the coasts of Kerry, Clare, Galway, Mayo, Donegal, and Antrim; Rostrevor and the Mourne Mountains; the glens and waterfalls of County Wicklow, and the exquisite Blackwater, well described as the "Irish Rhine."

Probably the premier railway company, as well as the principal "Royal Mail" service, is that of the "*Great Southern and Western Railway,*" which, with an authorised capital of £8,383,905, owns 522 miles of line, extending from Dublin (*Kingsbridge Station*) to Cork, Queenstown, and Killarney; with excellent connections for Waterford and Limerick. The most noteworthy feature of this system is its conveyance of the mails to and from the United States, which are embarked or landed at Queenstown *via* Holyhead, Kings-town, and Euston. Following the course of the "American Mail," which is met at *Kingsbridge* by the branch contingent direct from the *North Wall*, we steam away by *Clondalkin, Lucan, Hazelhatch and Celbridge*, and *Straffan to Sallins*, where the Tullow branch diverges for *Naas, Harristown, Dunlavin, Colbinstown, Grange, Con, Baltinglass, Rathvilly*, and TULLOW. Clearing *Newbridge*, the station for the Curragh, we reach *Kildare*, a railway junction, *via*

Athy, Mageney, Carlow, and Milford to Bagnalstown—whence a branch through *Goresbridge, Borris, and Ballywilliam* leads to *Palace East*, which is connected with *New Ross*, also with *Enniscorthy* on the "*Dublin, Wicklow, and Wexford Railway*." The line from Bagnalstown extends by *Gowran* to **KILKENNY**.

Returning to the main route, we run by *Monastereven* to *Portarlinton* for the *Athlone* branch, turning to the right, and *via Geashill, Tullamore, Clara, and Prospect*, reaching **ATHLONE**,



THE MEETING OF THE WATERS, KILLARNEY.

where it makes a connection with the "*Midland Great Western*" system for *Connemara*. From *Clara* a line affords access to *Ferbane, Belmont and Cloghan*, and **BANAGHER**. Our next pause southward is at **MARYBOROUGH**, where the "*Waterford and Central Ireland Railway*" furnishes, *via Thomastown*, a direct road to **WATERFORD**. Here are the "*Adelphi*" and the "*Imperial*" hotels.

Resuming our journey at *Maryborough*, we speed on through *Montrath* and *Castletown* to *Ballybrophy*, the junction for the *Parsonstown* and *Nenagh* branches, which depart westward *via Roscrea* to *Parsonstown*; another route, also *via Roscrea*, leading to *Nenagh* and *Birdhill*, on the banks of the *Shannon*. We now

run forward, passing *Templemore* and *Thurles*, which is in the neighbourhood of several interesting baronial and ecclesiastical ruins; the exquisite remains of Holy Cross Abbey being especially noteworthy as having been one of the finest architectural piles in Ireland. The next station, *Goold's Cross and Cashel*, is remarkable for the Rock of Cashel, bearing such an assemblage of stately but ruined ecclesiastical edifices as is probably unequalled throughout the United Kingdom. After passing *Dundrum*, we arrive at LIMERICK JUNCTION, where direct connections can be made with the trains of the "*Waterford and Limerick Railway*," a system owning an authorised capital of £2,225,130, and controlling 280 miles of line. Its main line to the left furnishes a road via *Tipperary*, *Bansha*, *Caher*, *Clonmel*, *Kilsheelan*, *Carrick-on-Suir*, *Fiddown*, and *Grange* to WATERFORD; while the western route from Limerick Junction via *Oola*, *Pallas*, *Dromkeen*, and *Boher* affords in connection with the "*Great Southern and Western Railway*," the quickest express service between Dublin and LIMERICK, the great port of the Shannon, situated amidst the luxuriant scenery of Western Ireland, and not far from the picturesque coast scenery of Kerry and Clare. Here are the "*Royal*," the "*George*," and the "*Glentworth*" hotels.

Again on the "*American Mail Route*," we hasten onwards through *Emly*, *Knocklong*, and *Kilmallock*, to *Charleville*, whence through trains from Cork diverge by *Bruree*, *Rosstemple*, *Croom*, and *Patrick's Well* to LIMERICK. After clearing *Buttevant* we reach MALLOW JUNCTION, for the branch which serves *Castletown-roche*, *Ballyhooly*, *Fermoy*, *Clondulane*, *Ballyduff*, *Tallow Road*, and LISMORE, ever to be remembered for its stately baronial castle and glorious river scenery. The western branch from Mallow is annually travelled over by thousands of American and English tourists, who via *Lombardstown*, *Kanturk*, *Millstreet*, *Rathmore*, and *Headford* approach

KILLARNEY

(For *Killorglin*, *Castleisland*, and *Tralee*),

Fares via North Wall—1st, 63/9; 2nd, 48/9; 3rd, 28/3. Return—1st, 100/9; 2nd, 81/9; 3rd, 47/6.
 " " Kingstown— " 60/9; " 53/3. " " " 117/3; " 89/3. " "

2,850 miles from New York, 519 from Euston, 415 from Birmingham, 367 from Liverpool, 380 from Manchester, 578 from Glasgow, and 577 from Edinburgh. To describe within a few lines the multifarious charms of Killarney would be impossible, therefore we will briefly indicate certain points of scenery that should not be overlooked. The Lakes of Killarney, which are considered by many to embrace the choicest gems of Irish scenery, have a total length of ten miles—their lower, middle, or upper reaches each affording some peculiarly characteristic beauty of rock, foliage, mountain, or waterfall. Amongst the spots to remember are the Gap of Dunloe, the

Meeting of the Waters by the Old Weir Bridge, Torc Waterfall, O'Sullivan's Cascade, the Eagle's Nest, Ross Island and Castle, Dinish Island, and the peer of lake islets, incomparable Innisfallen, with its ruins mantled in green. Neither should we forget the entrancing remains of Muckcross Abbey, nor the ruined castle of Aghadoe; while the mountain-climber may well be ambitious to enjoy the wide prospects from Mangerton, the Tomies, and the towering summits of Macgillicuddy Reeks, their loftiest peak, Carran Toul, rising 3,400 feet above the sea. Near to the railway is the "Great Southern and Western Hotel." Other leading hotels are the "Royal Victoria," the "Lake," the "Muckcross," and the "Innisfallen."

The extension of the railway from Killarney serves *Farranfore*, where a branch deviates by *Molahiffe*, *Castlemaine*, and *Milltown*, to *KILLORGLIN*, a good sporting centre. From the next station, *Gortalea*—whence is a branch to *Castleisland*—we pass on to *TRALEE*, the capital of Kerry. Returning to Mallow Junction, where is the "Royal Hotel," we renew our southern journey, and soon after passing *Rathduff* and *Blarney*, not far from its speech-enchanting stone and castle, we enter a tunnel, and emerge to pause at

CORK,

Glanmire Station

(For Killarney via Glengarriff, Macroom, Youghall, and Queenstown).

Fares via North Wall—1st, 60/-; 2nd, 46/-; 3rd, 25/-. Return—1st, 100/6; 2nd, 77/-; 3rd, 42/-.
 " " Kingstown— " 60/-; " 50/6. " " 111/-; " 84/6.

499 miles from Euston. Cork, the great commercial capital and prosperous seaport of Munster, is a beautifully-situated city on the banks of the Lee, which is here enfiladed by lofty hills, affording romantic sites for numerous pleasant villas. It contains many public buildings of imposing proportions, including the handsome modern cathedral of St. Finn Barre, the Roman Catholic Cathedral, Queen's College, and the Royal Cork Institution. In connection with the railway services of Cork we should note that the city is a favourite starting-point for Americans and other visitors, who oft-times proceed to Killarney by the picturesque tour known as the "Prince of Wales's Route." The railway portion of the southern journey is supplied by the excellent trains of the "*Cork, Bandon and South Coast Railway*," which from the *Albert Quay Station* extends westward by *Bandon* to *Bantry*, where cars can be obtained for a drive of eleven miles skirting the shores of Bantry Bay, until reaching the glorious surroundings of *GLENGARRIFF*, which, possessing a matchless climate, is renowned far and wide for its luxuriant Alpine scenery. The "Eccles" and "Roche's" are superior hotels. The second day's drive comprises a succession of unique landscapes,

over ocean, mountains, lakes, and woodlands, as the road leads through the wild or luxuriant scenes of county Kerry towards its destination at KILLARNEY. The leading hotels of Cork are the "Imperial" and the "Royal Victoria." (*Population*—75,070.)

Daily Press—*Cork Constitution*, *Cork Examiner*, *Cork Daily Herald*. *Weekly*—*Cork Herald*, *Cork News*, *Eagle Advertiser*.



BANTRY BAY, FROM GLENGARRIFF.

We now pass from Cork (*Glammire Station*) to *Summerhill Station*, and thence through *Tivoli*, *Dunkettle*, and *Little Island* to *Queenstown Junction*, where an easterly extension, passing *Carriaghahill*, *Midleton*, *Mogeely*, and *Killeagh*, leads to YOUGHALL, where amidst the romantic scenery of the Blackwater once lived Sir Walter Raleigh. The main line clearing *Foaty*, *Carraigaloe* (*for Passage*), and *Rushbrook* arrives at its terminus,

QUEENSTOWN,

Fares via North Wall—1st, 60/-; 2nd, 46/-; 3rd, 25/-. Return—1st, 100/6; 2nd, 77/-; 3rd, 45/-
 " " Kingstown— " 60/-; " 50/6. " " 111/-; " 84/6.

177½ miles from Dublin, 511 from Euston, and 2,776 from New York. The well-known seaport of Queenstown is pleasantly situated on the slope of a hill overlooking the Cove of Cork, the scene of a ceaseless traffic between the United Kingdom and the United States. Its equable climate and sheltered site have recently tended to its development as a fashionable watering-place, and



QUEENSTOWN MAIL STATION AND LANDING-STAGE.

conducted to the erection of comfortable hotels, amongst the principal of which are the "Queen's" and the "European." At Roche Point, about four miles distant, the Atlantic liners land and receive the American and the British mails. Passengers from the United States and Canada, who frequently travel *via* Killarney to Dublin for Holyhead, are here met by the official representatives of the "*London and North Western*" and the "*Great Southern and Western*" railways, who furnish every information relating to their journeys for Liverpool, Manchester, Leeds, Edinburgh, Glasgow, Birmingham, London, and Paris, *via* Dublin and Holyhead. (For further particulars relating to the "*London and North Western*" passenger arrangements between Europe and America, see Map, page 312.)

The "*Midland Great Western Railway*," which has its headquarters at *Broadstone Terminus*, Dublin, possesses an authorised capital of £5,383,215, and controls 432½ miles of permanent way. This system is of vital importance to the agricultural interests of central Ireland, while its more distant ramifications extend throughout the counties of Galway, Mayo, Sligo, Leitrim and Roscommon; and *via* Athenry afford access to County Clare. As a tourist line the "*Midland*" is annually acquiring increased popularity for the vast area of its lakes, rivers, and shooting-moors, which afford endless sport for disciples of the rod and fowling-piece. The attractions of Lisdoonvarna and other watering-places of Clare; the magnificent mountain and lake scenery of Connemara; the rock-bound coast of Achill Island, and the beauties of Clew Bay on the shores of the Atlantic; with the green surroundings of Lough Gill and the Glencar Waterfalls, both within easy reach of Sligo, form no mean sum total to attract the lover of the picturesque.

Presuming that we are about to extend our explorations to the far West for the Lisdoonvarna or Connemara Tours, we repair to *Broadstone Station*, or travel thither by the branch train from *North Wall*, which runs in connection with the express boat. Having joined the "*Royal Mail*," we pass *Blanchardstown* and *Cloneilla*, and note the Dublin lines, which bear away northward by *Dunboyne*, *Batterstown*, and *Drumree* to KILMESSAN; whence another branch turning westward, extends to TRIM, famous for its interesting mediæval ruins, and terminates at ATHEBOY. The main extension proceeds from Kilmessan to *Bective* for the magnificent remains of Bective Abbey; then reaches NAVAN, where a connection can be made for the "*Great Northern Railway*" at OLDCASTLE or DROGHEDA. Still farther north the branch runs by *Gibbstown*, *Wilkinstown*, *Nobber*, and *Kilmainham Wood* to KINGSCOURT.

Resuming our journey on the main line, we quickly clear *Lucan*, *Leixlip*, *Maynooth*, *Kilcock*, *Ferns Lock*, and *Enfield*, for the branch on our left by *Carbery* to EDENDERRY. Then through *Moyvalley*, *Hill of Down* and *Killucan*, we reach MULLINGAR, an important junction for the Sligo and Cavan lines, to be described hereafter. Still running westward we pass *Castletown*, succeeded by *Streamstown*—whence a branch by *Horseleap* leads to CLARA—and through *Moate* reach ATHLONE, on the banks of the Shannon, near the wide reaches of Lough Rea, and noteworthy for its well-preserved castle, and the interesting ruins at Clonmacnoise. Here the "*Mayo Lines*" diverge for Westport and Ballina, and a connection exists with the "*Great Southern and Western*" system for Cork. But our destination still lies ahead, and crossing the Shannon we are carried past *Ballinasloe*, *Woodlawn*, and we reach *Athenry*, the junction where passengers exchange trains for TUAM, ENNIS,



THE TWELVE PINS OF DENNEBOLA, CONNEMARA.

LIMERICK, and WATERFORD; and finally by *Oranmore* enter our terminus at

GALWAY

(For the *Lisdoonvarna Spas, Kilkee, and the Connemara District*),

Fares via North Wall—1st, 72/3; 2nd, 56/3; 3rd, 34/7. Return—1st, 120/9; 2nd, 95/-; 3rd, 58/3.
 " " Kingsdown— " 78/3; " 61/3; " " " 131/3; " 102/6; " "

460 miles from Euston. Galway, the oft-described "Cittie of the Tribes," is mostly remarkable for its magnificent bay, facing the



RUINS OF CONG ABBEY.

wide Atlantic ocean, and is also interesting for its picturesque old-fashioned streets, lined by quaint yet handsome antiquated dwellings; an ancient parish church, several religious houses, and the imposing elevation of Queen's College. Its principal attraction, in a tourist's sense, apart from the town, is the knowledge that from Galway depart the more important routes

to Lisdoonvarna and the far-stretching mountain and lough district of Connemara. The "Railway," which is approached from the station by a covered way, and the "Royal," are the principal hotels.

Weekly Press—*Galway Express*, *Galway Observer*, and *Galway Vindicator*.

Presuming that our destinations are the Lisdoonvarna Springs and the more distant watering-place of Kilkee, we shall probably avail ourselves of the paddle-steamer "*Citie of the Tribes*," which under the auspices of the "*Galway Bay Steamboat Company, Limited*," conveys passengers to *Ballyvaughan*, whence a car drive of seven miles leads over the famous Corkscrew Road to the *Lisdoonvarna Spas*, celebrated for their chalybeate and sulphur waters. Here is much grand coast scenery, including the stately cliffs of Moher, Lahinch, and Miltown-Malbaw, also visible on the car route to *Kilkee*. The leading hotels are the "*Atlantic View*," "*Queen's*," "*Imperial*," and "*Eagle*."

Again at Galway, we should furnish an outline of the celebrated Connemara Tour, which alike for anglers, rambles, and artists is the principal holiday route of Connaught, but would remind the tourist that what is here necessarily summarised may well occupy a fortnight or even a month of wandering. At starting, two courses are open, the one being the direct drive *via Oughterard* to Clifden, a journey of 49 miles. The route usually preferred permits the tourist to travel by the steamer "*Eglinton*" to the head of Lough Corrib, there to visit the venerable Norman and Early English ruins of *Cong Abbey*. Here too are some curious



ROUND TOWER, KILLALA.

caverns, furnishing an underground course for the river flowing from Lough Mask. Driving to *Maum*, and diverging southward, we reach the *Halfway House*, then passing *Recess*, skirt Lough Glendalough, and gazing across Lough Inagh, perceive the Twelve Pins of Bennebeola, their majestic summits mostly towering two thousand feet above the sea. With Loughs Ballinabinch and Derryclare on our left, we now hasten to CLIFDEN, on the shores of the Atlantic.

Resuming the car drive we reach *Letterfrack*, in the neighbourhood of Sabruick Pass, and soon enter the entrancing Pass of Kylemore, a marvellous scene of verdant beauty leading to Kylemore Lough, which for glorious combinations of lake and mountain views equals anything in Connemara, and affords a fit preface to the strangely contrasting rock scenery of Killery Bay, on the borders of which we find *Leenane*, a pleasant centre for the fishings of Lough Fee, Nafoeey, Delphi, and Dhulough. Here we may visit Aasleagh Lodge Waterfall, Leenane Mountains, and Erriff Bridge. Our next stage leads through the Erriff Valley to WESTPORT, 38 miles from Clifden.

Returning to ATHLONE, we now travel by the "Royal Mail," here detached for Westport, and running by *Kiltoom*, *Knockroghery*, *Ballymurry*, *Roscommon*, *Donamon*, *Ballymoe*, *Castlereagh*, *Ballinlough*, *Ballyhaunis*, *Claremorris*, and *Balla* to *Manulla Junction*, where a branch departs by *Foxford* for Loughs Conn and Cullin and onward to BALLINA, a favourite resort for anglers, who find ample sport in the Moy. The remarkable Round Tower of Killala, one of the most perfect specimens of its kind to be found in Ireland, the ruins of Moyne Abbey, and the coast of Killala Bay, are not far distant. The main line after passing *Castlebar*, reaches

WESTPORT

(For Clew Bay and Achill Island),

Fares via North Wall—1st, 78/6; 2nd, 62/3; 3rd, 37/10. Return—1st, 131/6; 2nd, 104/3; 3rd, 63/8.
 " Kingstown— " 84/9; " 66/9; " " " 142/-; " 111/9; " "

494 miles from Euston. Westport is a delightful little town, within easy reach of Croagh Patrick which commands a grand view over the island-bespangled waters of Clew Bay. Westward, by *Newport* and *Molrhan*, extends the road to *Dugart*, in Achill Island, where the "Slievemore" is a good hotel. Here the tourist may enjoy bathing or fishing, the ascent of Slieve More, and trips to the Seal Caves, the Cathedral Cliffs, Keel Strand, and the Cliffs of Croaghnaun. The leading hotel of Westport is the "Railway."

Once more on the trunk line, we depart from MULLINGAR, travelling via *Clonhugh* and *Multyfarnham* to *Inny Junction*, for the branch that by *Float* and *Ballywillan* leads to *Killeshandra*, or

through *Crossdoney* to *CAVAN*, where it joins the "*Great Northern Railway*" for *CLONES*, *BELFAST*, *ENNISKILLEN*, and *LONDON-DERRY*. The through route from *Inny Junction* continues by *Street*, *Edgeworthstown*, *Longford*, *Newtownforbes*, *Dromod*, *Drumsna*, *Carrick-on-Shannon*, and *Boyle*, to *Kilfree Junction*—



LOUGH GILL, COUNTY SLIGO.

whence a southward branch serves *Edmondstown* and *Ballaghaderreen*—while the express road by *Ballymote*, *Collooney*, and *Ballysodare*, extends to

SLIGO

(For *Enniskillen* and the *Lough Erne* District),

Fares via *North Wall*—1st, 73/9; 2nd, 58/3; 3rd, 35/4. Return—1st, 123/3; 2nd, 97/3; 3rd, 56/6.
 " " *Kingstown*— " 79/9; " 62/9. " " 133/9; " 104/9.

468 miles from *Euston*. *Sligo* is a pleasant residential town, between the *Highlands* of *Connemara* and *Donegal*, while the "*Sligo, Leitrim, and Northern Counties Railway*," which has a capital of £360,000, and a line of 48½ miles, affords access to *ENNISKILLEN* and the exquisite scenery of *Lough Erne*. Near *Sligo* are *Lough Gill*, which forms a silvery setting for numerous foliage-clad islands, and the splendid waterfalls of *Glencar*. The graceful ruins of *Sligo Abbey* date from the thirteenth century. The leading hotels are the "*Imperial*" and the "*Victoria*."

Weekly Press—*Sligo Champion*, *Sligo Chronicle*, *Sligo Independent*.

Our next journey from Dublin will embrace the main line and branches of the "*Great Northern Railway of Ireland*," which commands an authorised capital of £7,343,718, and owns 487 miles permanent way. Its city terminus is *Amiens Street Station*, which by means of the North Wall Extension is in direct communication with the "*London and North Western Railway*," whose passengers are thus enabled to travel in through carriages to Belfast, Londonderry, and other important towns. The "*Great Northern*" not only supplies direct transit between Dublin and Belfast, the two great commercial centres of Ireland, but its ramifications extend throughout the populous manufacturing and agricultural districts of Ulster, the headquarters of the linen industry, its more northerly seaport being Londonderry, not far distant from Moville, where the "*Royal Mail*" steamers employed in the Canadian service embark or land their letter bags. As a tourist line, the "*Great Northern*" embraces on its eastern coast the lovely region of Rostrevor, the Mourne Mountains, and Carlingford Bay; while westward are the luxuriant shores of Lough Erne. The sublime scenery of the Donegal Highlands has its terminus at Londonderry, where the "*Belfast and Northern Counties Railway*" supplies a road to Coleraine, Portrush, and the ever attractive Antrim Coast Road. We should here notice that another convenient route for the more northerly towns is afforded from Greenore in connection with the fine steamers from Holyhead.

We will now follow the route of the "*Limited Mail*," for accommodation and speed one of the first trains in Ireland—which runs to Portadown, and thence *via* Omagh to Londonderry; the Belfast portion travelling *via* Lisburn. Departing from Amiens Street, we clear *Raheny* and *Junction*, where a branch diverges seaward by *Baldoyle* to HOWTH. Then skirting the shore of St. George's Channel we hasten through *Portmarnock*, *Malahide*, with its ancient castle; *Donabate*, *Rush* and *Lusk*, *Skerries*, *Balbriggan*, *Gormanstown*, and *Laytown* to the ancient town of DROGHEDA, a seaport on the historic Boyne, and memorable for its siege by Cromwell. From Drogheda westward extends the branch that by *Duleek* and *Beauparc* reaches *Navan*, and thence passing *Ballybeg*, *Kells*, and *Virginia Road*, arrives at OLDCASTLE, the whole district being remarkable for numerous mediæval antiquities.

The main route now leads through *Dunleer* and *Castlebellinham* to DUNDALK, a busy agricultural and seaport town, in direct railway connection *via* *Bellurgan* and *Bush*, with GREENORE, the packet station for the "*London and North Western*" steamers to and from Holyhead. Another important service in connection with trains from Dublin and Greenore bears away westward. A branch *en route* gives access to *Inniskeen*, *Essexford*, and *Carrickmacross*,

while the principal extension leads onward through *Cullovile, Castleblaney, Ballybay* (with a branch through *Rockcorry to Coote-hill*), *Monaghan Road*, and *Newbless*, to CLONES. Here a third road diverges for *Redhills, Ballyhaise*, and CAVAN, in connection with the "*Midland Great Western Railway*;" while *via Belturbet*



THE SALMON LEAP, BALLYSHANNON.

we join the "*Cavan, Leitrim, and Roscommon*" line. By *Newtownbutler, Lisnaskea, Maguire's Bridge*, and *Lisbellaw* we approach

ENNISKILLEN

(For *Sligo, Ballyshannon, and Bundoran*),

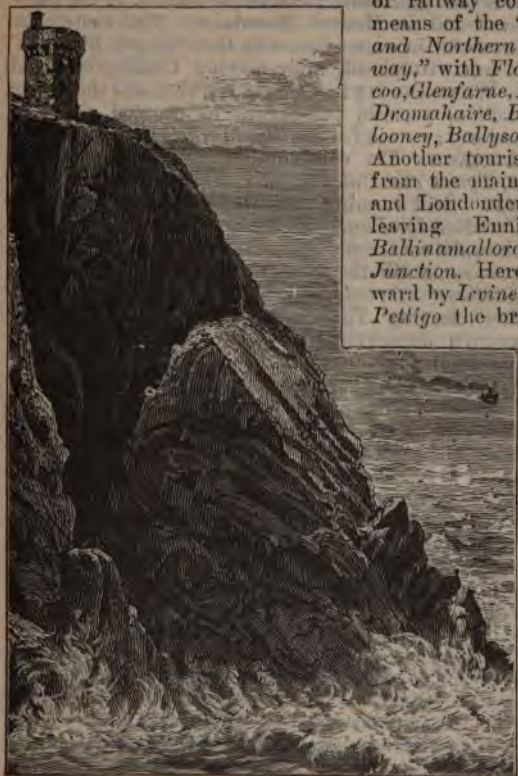
Fares via North Wall—1st, 60/-; 2nd, 45/6; 3rd, 27/6.				Return—1st, 100/-; 2nd, 75/-; 3rd, 46/-.						
"	Kingstown—	"	60/-;	"	50/-;	"	110/6; "	85/6.		
"	Gretnore—	"	52/-;	"	40/6; "	24/6.	"	90/-; "	60/6; "	41/6.

116½ miles from Dublin. The island town of Enniskillen, owing to its position midway between the upper and lower reaches

of Lough Erne, forms a convenient centre for boating men and anglers. The principal buildings are the parish church, the Roman Catholic church, the Royal Portora School, and the lofty Cole Memorial. Not far distant are Devenish Island with its ruins and Round Tower; also Castle Cork, the seat of Earl Belmore; Florence Court, the ancestral home of Earl Enniskillen; and Ely Lodge, the delightful mansion owned by the Marquis of Ely. Apart from the trips available by boating or car drives, Enniskillen has the advantage

of railway communication by means of the "*Sligo, Leitrim, and Northern Counties Railway*," with *Florencecourt, Belleek, Glenfarne, Manonhamilton, Dromahaire, Ballintogher, Collooney, Ballysodare, and Sligo*. Another tourist line emanates from the main route to Omagh and Londonderry, which after leaving Enniskillen, passes *Ballinamallord, to Bundoran Junction*. Here diverging westward by *Irvinestown, Kesh, and Pettigo* the branch approaches

the northern shore of Lower Lough Erne, pausing at *Castle Caldwell, Belleek*, celebrated for its fine waterfalls, also for the manufacture of ornamental porcelain; *Ballyshannon*, well known for its magnificent salmon leap on the Erne river, and reach our destination at *Bundoran*, a



CARRIGAN HEAD, DONEGAL.

tiny watering-place facing the Atlantic. The remaining stations *en route* to OMAGH are *Trillick, Dromore Road, and Fintona Junction*, for *Fintona*. The leading hotels of Enniskillen are the "Imperial" and "Royal."

Weekly Press—*Fermanagh Mail, Fermanagh Times, Fermanagh Reporter.*

Resuming our journey by the "Limited Mail" from Dundalk, we pass on by *Bessbrook* to *Goraghowood*, where is a junction with the lines that serve the gloriously picturesque district of Carlingford Bay, Rostrevor, and the Mourne Mountains. This route emanating from GREENORE in connection with the "*North Western*" express steamers from Holyhead, after serving *Carlingford* and *Omeath*, joins the WARRENPOINT section at NEWRY, and thence *via Goraghowood Junction*, permits passengers to proceed either to Belfast or Londonderry; or *via Loughgilly, Markethill, and Hamilton's Bawn* to ARMAGH. The continuation of this service then leads by *Killylea, Tynan and Caledon*, and *Monaghan* to CLONES and ENNISKILLEN. Still running northward by *Poyntzpass*, we come to *Scarva Junction* for *Laurencetown* and *Banbridge*, whence depart two branches, the southern section leading to *Corbet, Katesbridge, and Ballyronney*; while the northern serves *Mullafernaghan, Dromore, and Hillsboro' en route* to LISBURN, on the main line to Belfast. After clearing *Tanderagee and Gilford*, we now approach PORTADOWN JUNCTION, where the train divides, one portion proceeding to the far north of Londonderry, while the other travels to Belfast. Another service also leads by *Richhill* to ARMAGH, and thence to CLONES and ENNISKILLEN.

Following the route of the "*Londonderry Express*" we bear away through *Annaghmore, Vernersbridge, Trew and Moy, DUNGANNON* (whence is a branch to *Coalisland, Stewartstown and Cookstown*), *Donagmore, Pomeray, Carrickmore, Sixmilecross, and Beragh* to OMAGH, where the train is joined by a contingent from Enniskillen. Then onward by *Newtonstewart, Victoria Bridge, and Sion Mills*, we approach STRABANE, the exchange station for the "*Finn Valley*," and the "*West Donegal*" railways, the former running by *Claddy, Castlefinn, Liscool, and Killygordon* to STEARNORLAR; whence the latter line continues to DRUMININ for Donegal and Lough Eske. This route, supplemented by cars, affords access throughout the wild yet pleasing scenery of southern Donegal, including Barnesmore Gap, the huge mountain mass of Slieve League, 1,972 feet above the sea, and a series of grand marine views from such vantage-points as Carrigan Head, where we may trace the rocky coast of Donegal Bay, or gaze seawards over the Atlantic. Returning to the trunk railway, we clear *Porthall, St. Johnston, and Carrigans*, ere we arrive at LONDONDERRY, which is described in connection with the route *via Stranraer and Larne*. (See page 146.)

Reverting to PORTADOWN, we now, *via Lurgan and Moira*, come to *Lisburn*, whence a branch by *Brookmount, Ballinderry, Glenavey, Crumlin*, and *Aldergrove*, reaches ANTRIM JUNCTION. The main line proceeds through *Lambeg, Dunmurry*, and *Balmoral*, to

BELFAST

(For *Bangor, Donaghadee, Newcastle*, and the *Mourne Mountains*; *Larne, Antrim, Ballymena*, *via Ballymoney to Ballycastle*, *via Coleraine to Portrush*, and *via Linavady Junction to Londonderry*),

Fares—Via North Wall—1st, 55/-; 2nd, 42/6; 3rd, 27/6.	Return—1st, 92/-; 2nd, 71/-; 3rd, 45/-
“ “ Kingstown—“ 61/-; “ 47/-	“ “ “ 102/6; “ 78/6.
“ “ Larne—“ 58/6; “ 45/-; “ 27/6.	“ “ “ 104/-; “ 75/-; “ 53/-
“ “ Holyhead and Greenore.....	} 1st, 45/-; 2nd, 35/-; 3rd, 21/-.
“ “ Fleetwood and direct Boat	
“ “ Liverpool and direct Boat	
“ “ Barrow and direct Boat	
	Return—1st, 75/-; 2nd, 58/6; 3rd, 35/6.



ARMS OF BELFAST.

113 miles from Dublin *via* the “*Great Northern Railway*,” and 95 from Londonderry *via* the “*Belfast and Northern Counties Railway*.” This important manufacturing centre and seaport of Ulster is served by the “*London and North Western Railway*” from London, Birmingham, Manchester, Liverpool, Leeds, Edinburgh,

Glasgow. The quickest sea passages to Belfast are accomplished *via* Dublin, Kingstown, Greenore, and Larne, the latter affording the shortest ocean transit between England and Ireland. Those who prefer to travel by a direct boat can join those from Fleetwood, Liverpool, or Barrow, the former vessels deserving special commendation for their superior accommodation and regular sailings. As a railway centre Belfast is remarkably fortunate, being by means of the “*Great Northern of Ireland Railway*,” the “*Belfast and Northern Counties Railway*,” and the “*Belfast and County Down Railway*,” placed in direct communication with the charming tourist districts of Donegal, Londonderry, Antrim, and Down. It likewise owns direct communication with Londonderry, also with Dublin and thence throughout Ireland. Undoubtedly the commercial prosperity of Belfast has been due to its association with the linen manufacture, shipbuilding, and general engineering. The town, situated at the foot of a picturesque range of hills, is remarkable for spacious streets, especially such imposing thoroughfares as the Royal Avenue, Donegal Place, and Castle Place; fine public buildings; and three substantial bridges, which span the river Lagan, and are

respectively known as the Albert Bridge, the Ormeau Bridge, and the Queen's Bridge. Its principal ornamental spaces for public recreation are the magnificent Ormeau Park, the Falls Public Park, and the attractive area of the Botanical Gardens. The elegant design of the Albert Memorial, with its clock tower, spire and statue of the late Prince Consort, is also an object of interest.

Amongst the many noteworthy buildings belonging to the capital of Ulster is the handsome Custom House, situated at the foot of High Street. The Commercial Buildings, in Waring Street, occupy a fine pile of Ionic design, possess a spacious public news-room, and afford the principal resort for manufacturers and merchants. Another business centre is the White Linen Hall in Donegal Square; while the Corn Exchange is in Victoria Street, where are also the handsome municipal buildings. The General Post Office is in the Royal Avenue. Turning to educational resorts, foremost must naturally be placed the grand Gothic pile of Queen's College, designed by Sir Charles Lanyon. The Presbyterian Theological College and the Methodist College are kindred institutions of good modern design. The Royal Belfast Academical Institution occupies an extensive site in College Square, while closely adjacent is the Belfast School of Art; and not far distant is the Museum. The leading hotels are the "Imperial," the "Royal," the "Grand," and the "Royal Avenue." Daily Press—*Belfast Evening Telegraph, Belfast Morning News, Belfast News Letter, Belfast Northern Whig, Ulster Echo.* Weekly—*Belfast Mercantile Journal, Belfast Weekly News, Belfast Weekly Telegraph, Weekly Examiner, Weekly Northern Whig.*

In connection with the railways emanating from Belfast we should not overlook the "*Belfast and County Down Railway*," which possesses an authorised capital of £1,037,064, with 68 miles of line, furnishes a valuable route to *Downpatrick, Dundrum, and Newcastle*, on the shores of Dundrum Bay; while its branch services extend to *Bangor, Donaghadee, and Ballynahinch*. We have already noticed the far-reaching lines of the "*Great Northern*" system, and we now proceed to describe the "*Belfast and Northern Counties Railway*," a popular company, owning an authorised capital of £2,517,182, has some 249 miles of permanent way, and claims, via Stranraer and Larne, the shortest sea route from England and Scotland to Belfast and the North of Ireland. The "*Boat Express*," starting from LARNE HARBOUR on the arrival of the steamer, travels over a pleasing route by *Larne, Glynn, Maghera-morne, Ballycarry, Whitehead, Kilroot, Carrickfergus, and Trooper's Lane to Carrickfergus Junction*, and thence through *Jordanstown*,

Belfast Steamship Company, LIMITED.

**DIRECT SERVICE
OF
EXPRESS
STEAMERS,**

**"MAGIC,"
"OPTIC,"
"CALORIC,"
"DYNAMIC,"
"MYSTIC,"**

*sail daily (Sundays excepted)
at regular fixed hours
between*

**LIVERPOOL AND
BELFAST**

*Open Sea Passage
about
six hours.*



**THE
DIRECT
ROUTE
VIA
LIVERPOOL**

**IS THE
QUICKEST
AND CHEAPEST
BETWEEN**

**BELFAST
AND
LONDON**

**AND ALL OTHER PRINCIPAL TOWNS
OF
ENGLAND.**

THE ABOVE ILLUSTRATION REPRESENTS THE NEW TWIN-SCREW STEAMER "MAGIC," GROSS TONNAGE 1,650.
INDICATED HORSE-POWER 4,200. LENGTH 322 FEET.

PASSENGERS and their Luggage are conveyed
free by Omnibuses that run between the
Steamer and the chief Railway Stations of Liverpool.

FURTHER INFORMATION ON APPLICATION TO
THE MANAGER OF THE COMPANY,
Donegall Quay, Belfast.



Belfast & Northern Counties Railway.

PORTRUSH

AS A SUMMER HOLIDAY RESORT.

ATTRACTIONS

in this district are numerous and of the most interesting character. Good Sea Bathing, Musical Promenades. Best Golf Links in Ireland.

THE GIANTS' CAUSEWAY

is within easy access by means of the Electric Trams, which run frequently between Portrush and that place.

THE BOLD AND ROMANTIC ANTRIM COAST,

with its unique rock formations, majestic headlands, wooded vales, ancient castles, &c., possesses interest alike for the Geologist, Antiquarian, Artist, Tourist; and, being skirted by one of the best roads in the world, a drive along this route is rendered exceptionally pleasant.

COMMUNICATION

from London and all parts of England and Scotland by Express Trains and Fast Steamers,

Via STRANRAER and LARNE,

the shortest sea passage (port to port, 2 hours; open sea, only 80 minutes) between Great Britain and Ireland. During the summer months there are two Express Services (morning and evening) each way via Stranraer and Larne. Tourist Tickets issued from all the principal Railway Stations in England and Scotland.

ACCOMMODATION

of first-class order can be had at the Northern Counties Railway Hotel (under railway management). This Hotel is one of the finest in Ireland, and occupies a position which commands a full view of the Sea and majestic Coast as far as the Giants' Causeway. Hot and Cold Sea-water Baths fitted up with every modern improvement. Omnibus attends all trains. Charges moderate.



DUNLUCE CASTLE.

For full information, apply to

EDWARD COTTON, General Manager, B. & N. C. Ry., Belfast.



THE GIANT'S CHIMNEY TOPS, PORTRUSH.

We now speed away by *Greystones*, *Kilcool*, and *Newcastle* to *WICKLOW*, whence we may visit the glorious waterfall in the Devil's Glen. Then onward by *Rathnew* and *Glencaly* we reach *Rathdrum*, for the oft-visited Vale of Glendalough, with its ruins of the Seven Churches. At *Ovoca* we are near its romantic valley, Castle Howard, and the "Meeting of the Waters." Onward we pass



GLENDALOUGH, AND THE SEVEN CHURCHES.

(From a photograph by Mr. W. Lawrence, Dublin.)

Woodenbridge Junction (where is a branch for *Aughrim*, *Ballinglen*, *Tinahely*, and *Shillelagh*), and again come near the coast at *Arklow*; then clear *Inch Gorey*, *Camolin*, *Ferns*, *Enniscorthy*, *Edermine Ferry*, and *Macmine Junction* (for *Chapel*, *Palace East*, *Ballywilliam*, and *New Ross*). The trunk line passing *Killurin* finds its terminus at the seaport of *WEXFORD*. Retracing our course to *Dublin*, we may avail ourselves of the Royal Mail or North Wall express steamers to *Holyhead*, and for a time bid adieu to *Erin*, the truly peerless "Emerald Isle" of the United Kingdom.



MAP
OF
SOUTH WALES,

IN
DIRECT CONNECTION
BY THE
EXPRESS SERVICES

OF THE
London and North Western Railway

HEREFORD,	YORK,	CARLISLE,
SHREWSBURY,	SCARBOROUGH,	EDINBURGH,
CHESTER,	WHITBY,	GLASGOW,
LIVERPOOL,	DARLINGTON,	STIRLING,
MANCHESTER,	DURHAM,	PERTH,
HUDDERSFIELD,	SUNDERLAND,	DUNDEE,
LEEDS,	NEWCASTLE,	ABERDEEN,
HULL,	PRESTON,	INVERNESS,

NORTH WALES,

AND ALL PARTS OF THE
NORTH OF ENGLAND, SCOTLAND, AND IRELAND.

When Ordering Grocery,
BE CAREFUL TO ASK FOR

FRY'S ^{Pure} COCOA Concentrated



For Bristol, see page 301.

THE CAMBRIAN, CENTRAL WALES, AND SOUTH WALES SERVICES.

SHREWSBURY, ABERYSTWYTH, DOLGELLY, AND BARMOUTH EXPRESSES.
LLANDRINDOD WELLS, CARMARTHEN, TENBY, AND SWANSEA EXPRESSES.

SECTION V.—LONDON (*Euston, Broad Street, and Victoria*), WILLESDEN JUNCTION, CAMBRIDGE, NORTH-AMPTON, BIRMINGHAM, ABERDEEN, INVERNESS, DUNDEE, PERTH, GLASGOW, EDINBURGH, CARLISLE, DUBLIN, CHESTER, NEWCASTLE-UPON-TYNE, YORK, HULL, LEEDS, BRADFORD, HALIFAX, HUDDERSFIELD, LIVERPOOL (*Lime Street*), AND MANCHESTER (*London Road*) *via* SHREWSBURY:—*via* WHITCHURCH AND OSWESTRY TO CENTRAL WALES AND SOUTH WALES, TO ABERYSTWYTH, DOLGELLY, AND BARMOUTH; AND *via* CHURCH STRETTON AND CRAVEN ARMS TO LLANDRINDOD WELLS, BUILTH ROAD FOR BUILTH WELLS, BRECON, RHAYADER, AND LLANIDLOES; LLANGAMMARCH WELLS, LLANWRTYD WELLS, LLANDOVERY, CARMARTHEN FOR TENBY, PEMBROKE DOCK, CARDIGAN, HAVERFORDWEST, AND NEW MILFORD; ALSO TO LLANELLY, THE MUMBLES, AND SWANSEA.



HE tourist centres, inland health-resorts, watering-places, seaports, and colliery districts of Central and South Wales may be reached by numerous fast trains from London and Birmingham, which travel *via* Stafford, Wellington, and Shrewsbury. By means of similar services from the North, *via* Crewe and Shrewsbury, the same localities are rendered equally accessible from Aberdeen, Inverness, Edinburgh, Glasgow, and all parts of Scotland; the English Lake District, Newcastle-upon-Tyne, York, Hull, Leeds, Huddersfield, and the chief urban populations of the West Riding; also from Ireland, North Wales, Liverpool, Manchester, and the manufacturing districts of Lancashire. Through carriages are run daily from Manchester (*London Road*) and Liverpool (*Lime Street*) to



ROUTE MAP.—VIII. CREWE AND STAFFORD TO ABERYSTWYTH AND CRAVEN ARMS.

Aberystwyth *via* Whitechurch and Oswestry. Many and varied are the attractions which are open to the tourist who determines to explore the beauties of Central Wales or to visit the grand sea-board of its western coast. The luxuriant Vale of Dolgelly, the breezy heights of Barmouth, and the fashionable holiday centre of Aberystwyth fairly represent the scenic treasures of the "*Cambrian*" system; while Llandrindod Wells, Builth Wells, Llanwrtyd Wells, and Llangammarch Wells are rapidly becoming popular with those who wish to combine with the use of curative waters the opportunity for excursions throughout a charming countryside. Farther southward are the capital of Carmarthenshire, the beautiful watering-place of Tenby, the Mumbles, and the picturesque Gower District; also the busy metallurgical and maritime centre of Swansea.

PASSENGERS by the favourite "*London and North Western*" expresses can approach Shrewsbury by three distinct routes—viz., the first from London, the South, and the Midland Counties, *via* Stafford; a second from the North, Liverpool, Manchester, and Leeds, *via* Crewe; and a third from Ireland, North Wales, Liverpool, Birkenhead, and Chester, *via* Whitechurch, which extends—as do each of the previously-mentioned roads—to the ancient capital of Shropshire. Taking the route from the South, we travel from EUSTON to STAFFORD, then run by HAUGHTON and GNOSALL to NEWPORT, a small town chiefly noteworthy for Newport Grammar School, which was founded in 1656, and is under the control of the Haberdashers' Company. Hotel—The "*Victoria*." We now run by DONNINGTON, which is not far from Lilleshall House, a mansion belonging to the Duke of Sutherland, and the picturesque ruins of Lilleshall Abbey. After passing TRENCH CROSSING the Coalport branch breaks off on the left ere we speed by HADLEY to

WELLINGTON

(*For Coalport and Market Drayton*).

Fares: 1st, 25 s.; 2nd, 18 s.; 3rd, 12 s. Return: 1st, 40 s.; 2nd, 33 s.; 3rd, 21 s.

152½ miles from Euston. Wellington is not only a prosperous agricultural centre, but an important seat of the Shropshire iron trade. During recent years the surrounding district has also acquired a high reputation for the excellence of its plain and encaustic tiles. Its principal local interest is derived from its contiguity to that far-famed Salopian hill the Wrekin, which, towering in solitary grandeur to a height of some 1,300 feet, commands a magnificent prospect over several counties. In the neighbourhood is the Old Hall School, which was established at Wellington in 1845. For many years under the direction of the late principal, Dr. J. Edward Oranage, the school acquired a widespread reputation for the excellence of

its educational course; and the same high standard of administration—with a view to preparation for the public schools—is maintained by the present principal, Mr. G. E. W. Cranage, M.A., of Trinity College, Oxford. The General Post Office is in New Street. A market is held on Thursday, and Friday is an early-closing day.

Wellington is the point of exchange for *Market Drayton*; also for the Coalport branch, which diverging from the main line at HADLEY passes by OAKENGATES and MALINS LEE to STIRCHLEY for DAWLEY, near to the extensive works of the Coalbrookdale Company. After serving MADELEY MARKET it reaches its terminus at COALPORT, centrally situated for the well-known Coalport China Works, also for the pottery and tile works of *Broseley, Jackfield, and Ironbridge*. At Wellington are a letter-box, a telegraph office, a bookstall, and refreshment-rooms. Hotels—The “Wrekin,” the “Bull’s Head,” and the “Charlton Arms.” (*Population*—5,831.) Press—*Wellington Journal, Wellington Standard*.

(For an illustration of the Old Hall School, see *Panoramic Map facing Preface*.)

Resuming our journey from Wellington, we soon reach ADMASTON, and approach WALCOT. Crossing the Tern, we run towards UPTON MAGNA, within easy reach of Wroxeter, where may be seen traces of *Uriconium*, once a stately city of the Romans, and then across the lordly Severn, we come to SHREWSBURY.

PRESUMING that we are approaching Central Wales, South Wales, and the West of England, from Aberdeen, Inverness, Glasgow, Edinburgh, Liverpool, Manchester, Newcastle-upon-Tyne, or Leeds, we can travel over the various main lines that respectively wend from the north, the north-west, and the north-east, and converge towards CREWE. Here also passengers travelling from Dublin and North Wales by certain Irish and Welsh expresses exchange carriages, while other trains from Chester permit them to reach Shrewsbury *via* Malpas and Whitchurch. After leaving Crewe we run by WILLASTON to

NANTWICH,

Fares 1st, 24/2; 2nd, 19/3; 3rd, 13/2. Return—1st, 46/3; 2nd, 34/9; 3rd, 26/4.

162½ miles from Euston. Nantwich, once the headquarters of the salt district, is still of wide repute for its valuable medicinal springs and brine baths. The new bathing establishment is well appointed, and adjoins the Town Hall. In the immediate vicinity is an excellent family hotel. Not far distant is the parish church, a magnificent Gothic pile of cruciform design. Both the Town and the Market Halls are of modern date. In High Street is the General Post Office. A market is held on Saturday. The “Lamb” and

the "Crown" are the leading hotels. (*Population*—7,412.) Press—*Nantwich Guardian*. Having crossed the Weaver River and the Ellesmere Canal, we clear WRENBURY, near the domains of Combermere Abbey and Cholmondeley Castle, and then proceed to

WHITCHURCH

(*For Chester, Ellesmere, Oswestry, Welshpool, and Aberystwyth*),

Fares—1st, 25/9; 2nd, 19/6; 3rd, 13/10. Return—1st, 48/-; 2nd, 35/6; 3rd, 27/8.

171 miles from Euston and on the borders of Shropshire. Whitechurch is a small market town in an agricultural district, and has few pretensions to special interest, save those connected with some remarkable Gothic memorials in the parish church, a classical edifice of the eighteenth century. The monuments referred to are one to the first Earl of Shrewsbury, known as the English Achilles, killed at the battle of Bordeaux, 1453; and another to a member of the same family, Sir John Talbot, once rector of the parish, and the founder of its Free Grammar School. A market is held on Friday.

Passengers from the North can at Whitechurch join certain trains of the "*Cambrian Railway*" that, *via Ellesmere, Oswestry, Welshpool, Newtown, and Machynlleth*, communicate with *Borth, Aberystwyth, Aberdovey, Towyn, Barmouth, Dolgelly*, and other tourist resorts of Central Wales. The alternative "*London and North Western*" route permits passengers to visit the ancient town of *Shrewsbury en route* to Aberystwyth, Dolgelly, or Barmouth.

Here are refreshment-rooms. Hotels—The "*Victoria*," the "*Swan*," and the "*Fox and Goose*." Press—*Whitchurch Herald*.

Before continuing our journey we will trace the course of the branch services from Birkenhead, Chester, and North Wales that here join the main line for South Wales and the West of England. After leaving CHESTER these trains run by WAVERTON, TATTENHALL, BROXTON, and MALPAS ere they reach WHITCHURCH. Our train now moves southward by PREES, the small market town of WEM, YORTON, and HADNALL; then running by the fine Perpendicular structure of Battlefield church, we pass onwards to

SHREWSBURY

(*For Aberystwyth, Dolgelly, and Barmouth; via the "Central Wales Route" for Carmarthen, Tenby, and Swansea; via Hereford for Abergavenny, Merthyr, Newport, and Cardiff; and via the Severn Tunnel to Bristol for the West of England, Weymouth, and the Channel Islands*),

Fares from Euston—1st, 25/8; 2nd, 19/6; 3rd, 13/-. Return—1st, 47/8; 2nd, 35/-; 3rd, 26/-.

162½ miles from Euston, 65½ from Liverpool, and 63 from Manchester. The ancient and attractive capital of Shropshire is a town worthy to

Few pleasure-grounds in England can for natural beauty equal the Quarry, a fair expanse of some twenty acres, charmingly situated on the banks of the Severn, with every facility for boating and fishing. The ornamental timber includes four fine avenues of lime-trees, forming favourite sheltered promenades, while an ornamental lake, fountains, and gay flower-beds combine to afford the attractions of a garden. Shrewsbury is not rich in decorative sculpture, but owns a column erected in honour of General Lord Hill, the Clive statue in the Market Square, and the Clement Memorial Fountain. The neighbourhood abounds in fine scenery, noble residential mansions, and castellated or monastic remains. Delightful views over the Severn Valley may be gained from Haughmond Hill.

The railway station has a letter-box, a telegraph office, bookstalls, and refreshment-rooms on the platforms. By means of the direct "North to West Expresses" Shrewsbury is now brought into connection with Lancashire, Yorkshire, the Lake District, and Scotland. Through communication also exists *via* the Severn Tunnel with Bristol for the West of England and Weymouth. Other trains run *via* Newport to Cardiff. The leading hotels are the "Raven," the "George," the "Lion," and the "Crown." Plimmer's Restaurant is noted for its Shrewsbury cakes. (*Population*—26,967.) Press—*Eddowes's Shrewsbury Journal*, *Shrewsbury Chronicle*.

(For additional illustrations of Shrewsbury, see Supplementary Pictorial Pages.)

Before travelling over the "London and North Western" main line to Central and South Wales, we diverge westward for Newtown, Machynlleth, Borth, Aberystwyth, Aberdovey, Towyn, Dolgelly, Barmouth, Harlech, Port Madoc, Criccieth, Afonwen, and Pwllheli, by making a through connection with the "*Cambrian Railways*," an important tourist system which has its headquarters at Oswestry, owns an authorised capital of £4,904,757, and controls 237 miles of permanent way. Passengers from Ireland, Scotland, and the North of England, approaching *via* Chester or Crewe, can join the "*Cambrian*" at WHITCHURCH, and then travel by *Fenn's Bank*, *Bettisfield*, *Welshampton*, *Ellesmere*, a station for the Shropshire lakes, *Frankton*, and *Whittington* to OSWESTRY, an agricultural centre, occupying the site of an ancient British encampment. Hence the railway proceeds through *Lynclys*, *Pant*, and *Llanymynech*—whence is a short branch for *Llanfyllin*—*Four Crosses*, *Arddleen*, *Pool Quay*, and *Buttington* to WELSHPOOL.

Our present route from London and the South of England, *via* Stafford and Shrewsbury, extends through HANWOOD, where a branch, running off to the left, leads by PLEALEY ROAD and PONTESBURY to MINSTERLEY, the seat of some extensive lead

mines. Then clearing YOCKLETON, WESTBURY, MIDDLETON, and BUTTINGTON it also reaches WELSHPOOL, a busy railway junction amidst charming scenery, and within easy reach of Powis Castle and its magnificent park. The leading hotels are the "Royal Oak" and "Lion." Within the limited space at our disposal, it would be impossible to mention a tithe of the scenic attractions or historical and legendary associations which belong to the romantic districts of wild Wales, through which we career on our way to Aberystwyth. Dolgelly, and Barmouth. For the present let us note that the stations *en route* from Welshpool are *Forden, Montgomery, Abermule*—where is a branch to *Kerry*—*NEWTOWN*, celebrated for its manufactures of Welsh flannel; *Scafell*, and *Moat Lane Junction* for the line which *via Llandiloes* communicates with the "*Mid Wales Railway*" to Brecon. Then passing *Cuersws, Pontdolgoch, Carno*, and *Llanbrynmair*, we reach *Cemmes Road* for the *Dinas Mawddwy* branch; the succeeding station, *MACHYNLLETH*, another town engaged in the flannel manufacture, having a narrow gauge railway to *Corris*. After clearing *Glandovey Junction*, where the railway diverges respectively for the north and south, we follow the latter course, and through *Glandovey, Ynys Las, Borth*, celebrated for its extensive sands and hydropathic establishment, *Llanfihangel*, and *Bow Street*, approach

ABERYSTWYTH.

Fares—1st, 40/10; 2nd, 30/2; 3rd, 19/3. Return—1st, 73/1; 2nd, 53/-; 3rd, 39/7.

243½ miles from Euston. Few watering-places can for beauty of situation or salubrious climate vie with Aberystwyth, the principal marine health resort of western Wales. Sheltered on the land side by the lofty summit of *Plynlimon*, and facing the wide expanse of the Atlantic Ocean, which laves the shores of *Cardigan Bay*, the little town is peculiarly adapted for invalids and others, whose constitutions demand freedom from the colder winds, and yet need the bracing influences of seaside air. Indeed, its natural advantages, which have been wisely supplemented by a pure and abundant water-supply combined with an excellent system of drainage, have annually contributed towards its increasing popularity as a high-class sanatorium.

Close to the sea is the Marine Parade, bordered by well-built residences and hotels. The Free Library and well-appointed Bath Establishment are within easy reach of the promenade and pier. Not far distant are the splendid Gothic buildings appropriated to the University College for Central Wales, and the ruins of *Aberystwyth Castle*. Every facility is afforded for bathing, boating, and fishing; while coaches and other conveyances provide numerous picturesque drives, including the ever-attractive trip to



THE UNIVERSITY COLLEGE FOR CENTRAL WALES, ABERYSTWYTH.
(From a photograph by Frith & Co., Reigate.)

the far-famed Pont-ar-Mynach, or Devil's Bridge, which spans an exquisite bit of glen and water scenery, formed by the falls of the Mynach and Rheidol. Lovers of mountain climbing will also be delighted with the ascent of Plynlimon, whose summit rises 2,469 feet above the level of the sea. Nearer home Constitution Hill and its companion height of Pen Dinas furnish vantage-points for delightful prospects over mountain, valley, and ocean. Amongst other favourite destinations are the Llynfant Valley with its charming cascades; the waterfall of Pwll Caradoc; the ruins of Strata Florida Abbey; and much fine coast scenery.

Through carriages are run throughout the year from London (*Euston*) and Shrewsbury to Aberystwyth, and similar accommodation is provided for the up journey to the metropolis. The leading hotels of Aberystwyth are the "Queen's," the "Belle Vue," and the "Lion Royal;" there is also a good hotel at the Devil's Bridge. Press—*Aberystwyth Observer, Cambrian News.*

Retracing our course to Glandovey Junction, we enter Merionethshire, and soon reach *Aberdovey*. Not far distant is the small watering-place of *Towyn*, whence a narrow-gauge line extends to *Abergynolwyn*. Passing *Llwyngrwl* and *Barmouth Junction*, we turn inland, and run by *Arthog* and *Penmaenpool* to

DOLGELLY,

Fares—1st, 38/9; 2nd, 29/3; 3rd, 19/6. Return—1st, 69/11; 2nd, 50/10; 3rd, 37/-.

254½ miles from Euston, the capital of Merionethshire, so warmly and deservedly eulogised by Christopher North—and ever as attractive to the lovers of the beautiful as it has lately been to the lovers of gold—is almost unique in its situation amidst the characteristic mountain and valley scenery of the Cader Idris district; while the Torrent Walk, with its matchless charms of moss-covered rocks, banks of flower and fern, rippling waterfalls, and shaded paths, is well worth coming many a mile to see. Of course, the favourite trip for mountaineers is to the monarch of the countryside—Cader Idris, which rears its great head 2,929 feet above the sea; but the minor summits of Diphwys, Rhobell Fawr, Moel Cynweli, and Moel Offrwm, are heights not to be despised. Neither should the tourist fail to visit the Precipice Walk, the Ganllwyd Valley, the stony pass of Drws-Ardudwy, Llyn-y-Gader, and Llyn-y-Cae, nor the grand waterfalls of Rhaeadr Du and Pistyll-y-Caen.

The "Golden Lion," the "Ship," and the "Angel" are the leading hotels.

Weekly Press—*Merionethshire Herald, Y Dydd, Y Goleuad.*

After a pleasant ride of nearly ten miles we rejoin the railway at Barmouth Junction, cross the Mawddach estuary by a bridge about three-quarters of a mile in length, and arrive at

BARMOUTH,

Fares—1st, 39/1; 2nd, 29/6; 3rd, 19/7½. Return—1st, 70/6; 2nd, 51/3; 3rd, 39/2.

248½ miles from Euston. The favour with which the pretty watering-place of Barmouth is now regarded, alike by holiday keepers and health seekers, is doubtless due, not only to its admirable situation and picturesque scenery, but also to the mildness and equability of the climate, which renders it a most desirable place of winter residence. The houses are for the most part thickly planted on the rocky hillside, and while presenting a most quaint appearance command far-reaching views. Excellent bathing on a sandy shore, boating and yachting without limit, with provision for lawn tennis and other amusements are amongst the attractions for visitors. The principal features of the surrounding scenery are the lakes of Creigenen and Cwm-Bychan, Arthog Falls, the Panorama Walk, and the beautiful Vale of Arthro. Cader Idris is reached from Dolgelly.

The continuation of the "*Cambrian Railway*" carries the traveller through *Dyffryn, Pensarn, Harlech, Talsarnau, Penrhyndeudraeth, Minffordd Junction, Portmadoc*, and *Criccieth* to AFONWEN, where it effects a junction with the "*London and North Western*" line from Carnarvon, the "*Cambrian*" finding its own terminus at *Pwllheli*. The leading hotels of Barmouth are the "*Cors-y-Gedol*," the "*Barmouth*," and the "*Lion*." Press—*Barmouth Advertiser*.

REJOINING the main "*North Western*" line at Shrewsbury, and starting for Southern and Central Wales, we leave the town on our right, and run by CONDOVER, DORRINGTON, and LEEBOTWOOD, to

CHURCH STRETTON,

Fares from Shrewsbury—1st, 2/9; 2nd, 1/10; 3rd, 1/4. Return—1st, 4/9; 2nd, 3/3; 3rd, 2/3.

175½ miles from Euston. Church Stretton is a beautifully-sheltered inland watering-place, pleasantly planted in a picturesque valley surrounded by lofty wooded hills, prominent amongst these being the commanding Longmynd range on the right, while on the opposite side towers Caer Caradoc, a luxuriant slope crowned by remains of early British fortifications, and conjectured to be the last stronghold of Caractacus. Hotel—The "*Church Stretton*."

Still advancing, and clearing MARSHBROOK, we run towards the Oney, and then with the summit of Norton's Camp, once a British station, ahead on our right, proceed to CRAVEN ARMS JUNCTION AND STOKESAY. Here a bifurcation of the line affords two trunk roads, one on the right extending through Central Wales

towards Carmarthen and Swansea; while another to the left leads *via* Hereford to Newport and Cardiff; also, *via* the Severn Tunnel, to Bristol for the West of England. At the station are a letter-box, a telegraph office, a bookstall, and refreshment-rooms. Hotel—The “Craven Arms.” In the neighbourhood are the stately baronial remains of Stokesay Castle. Craven Arms is also the point of departure for a short line known as the “*Bishop’s Castle Railway*,” that runs through HORDERLEY, PLOWDEN, EATON, and LYDHAM HEATH, to BISHOP’S CASTLE, which is a small market town.

Diverging from Craven Arms by the Central Wales line, that, *via* Llandrindod Wells, Builth Road (*for Builth Wells*), and Llanwrtyd Wells, communicates with Carmarthen, Tenby, Pembroke Dock, and Swansea, we travel to BROOME, cross the Clun river, and clear HOPTON HEATH and BUCKNELL ere we reach

KNIGHTON,

Fares from Shrewsbury—1st, 6/8; 2nd, 4/9; 3rd, 3/3. Return—1st, 11/3; 2nd, 8/-; 3rd, 6/6.

98 miles from Liverpool. Knighton, a small town with an ancient church, is situated amidst richly-wooded surroundings, on the slopes of the Radnorshire hills. The countryside affords capital shooting and fishing. In the vicinity are some British earthworks, presumed to have been raised by Caractacus. A market is held on Thursday. (*Population*—1,650.) Hotels—The “Norton Arms” and the “Swan.”

Leaving Knighton, we cross the Teme, as it flows on and away to the right; then running by KNUCKLAS, where is a ruined castle, we skirt the foot of Batley Hill, and speed onwards through a rock cutting and tunnel to LLANGUNLLO, after which we appear to run on a shelf cut out of the mountain-side, overlooking a luxuriant valley. From LLANBISTER ROAD to DOLAU we wend our way through hilly country rich with all the characteristic beauty of verdure in grass and foliage for which South Wales is so especially remarkable. After passing PENYBONT, a little market town famous for its natural and antiquarian interests, including the Alpine Bridge, Cefra-Llys Castle, and the few ruins of Abbey-cwm-hir, also for the sulphur springs of Llandeugly, we reach

LLANDRINDOD WELLS,

Fares from Shrewsbury—1st, 11/- 2nd, 7/6; 3rd, 4/11. Return—1st, 18/6; 2nd, 12/6; 3rd, 9/10.

117½ miles from Liverpool and 114½ from Manchester. This rising inland watering-place, of high repute even in the last century for its salubrious air and mineral springs, is now annually visited by some thousands of invalids. The waters embrace four varieties, respectively containing chalybeate, saline, and sulphureous constituents, while the fourth, which is remarkable for the presence of sulphuric acid in a combined state, is called the eye-water, being noted for its

curative properties in cases of ophthalmia. Llandrindod is speedily assuming the appearance of a fashionable health resort, notwithstanding which it retains, with its peculiar charm of absolute quiet, all the inexhaustible delights of Welsh scenery and archaeological remains. In the immediate neighbourhood will be found the Lovers' Leap, also many other charming river-bits. The old



THE LOVERS' LEAP, LLANDRINDOD.

(From a photograph by Hudson.)

church of Llandrindod, "the Church of the Trinity," is situated about a mile away from the population, and it is reached by a foot-path skirting the large ornamental lake which affords one of the principal amusements for those summer residents who are fond of boating. Hotels—The "Pump House," the "Rock House," the "Llanarch," and "Owen's Temperance Hotel." Press—*Llandrindod Advertiser*. Our next pause is at BUILTH ROAD, for *Brecon, Rhayader, or Llanidloes*, where passengers exchange carriages for the services of the "*Cambrian Railways*," that afford access to

BUILTH WELLS.

Fares from Liverpool— 1st, 21/5; 2nd, 15/10; 3rd, 10/4. Return—1st, 35/9; 2nd, 26/6; 3rd, 20/8.
 " " Manchester— 23/8; " 16/9; " 11/4. " " 38/9; " 28/-; " 22/2.

123½ miles from Liverpool. The small town of Builth, most pleasantly situated by the luxuriant banks of the Wye and on the borders of Breconshire, is celebrated for its climate, mountain scenery, springs, and fine fishing streams. Its central position has



THE CWM ELAN VALLEY, RHAYADER.

(From a photograph by Hudson.)

caused it to become a favourite resort, and the efficacy of the waters, which are of three kinds, has justified the erection of a pump-room, baths, and other accommodation, at Park Wells, which are within easy distance of the "*London and North Western*" station. Rhayader and the beautiful scenery of the Cwm Elan Valley may be reached by a short railway journey. The Wye fishing comprises salmon, trout, grayling, pike, perch, and dace; while the waters of the Irvon, Ithon, and other minor rivers contain a fair supply of trout. Hotels—The "*Lion*" and the "*Crown*." (Population—1,383.)

Quitting Builth Road, we cross the "*Cambrian*" line, also the noble stream of the Wye; then, overlooking a magnificent valley to the left, we speed by CILMERY, and entering on fine river scenery, run through GARTH, ere we cross the Irvon on our way to

LLANGAMMARCH WELLS,

Fares from Manchester—1st, 24/9; 2nd, 17/9; 3rd, 10/8. Return—1st, 41/3; 2nd, 29/9; 3rd, 21/4. 128 miles from Manchester. Here, amidst charming river and woodland scenery, rises the celebrated Llangammarch Water, which, like the German Kreuznach, is remarkable for the presence of the baric chloride in sufficient proportions to render it a most valuable remedial agent in cases of strumous diseases. Excellent fishing can be enjoyed in the neighbourhood. Here are the "Lake" and the "Cammarch Arms" hotels. A few miles southward is

LLANWRTYD WELLS.

Fares from Shrewsbury—1st, 14/3; 2nd, 10/-; 3rd, 6/4. Return—1st, 23/9; 2nd, 16/9; 3rd, 12/8. 133½ miles from Liverpool and 131 from Manchester. A rapidly-growing seat of medicinal waters, famous for their sulphuric and chalybeate properties, on the favourite trout stream of the Irvon, and surrounded by wildly picturesque mountains possessing countless charms in cavern, wood, and waterfall, Llanwrttyd may be said to possess a wealth of natural beauty. Apart from delightful rambles, the magnificent prospects from the mountain ranges are simply entrancing in their detail and distances. In the vicinity of Abergwessin, an adjacent village on an elevated site, are some rugged ravines known as Nanthir and Nuntbir, with a fine waterfall, which, with "Catty's Cave," "Twin Thor," and "The Wolf's Leap" will doubtless attract the artist. The tiny town, which is some 800 feet above sea-level, possesses good accommodation. Hotels—The "Dol-y-coed," "Nauadd Arms," and the "Belle Vue."

Crossing the Irvon, and leaving Llanwrttyd on the right, we advance between gigantic heights towering close to the line, until, after penetrating the "Sugar Loaf" Tunnel for some 3,000 feet, we emerge upon a scene of majestic beauty. Looking aloft, we sight the road threading its course around the mountain, some 300 feet above the railway, while around we behold a luxuriant landscape. On our left we can soon trace the looming ranges of the Black Mountains. Speeding over a viaduct, we rush past CYNGHORDY, and proceed along a rocky terrace bordered by precipitous cliffs, to

LLANDOVERY,

Fares from Manchester—1st, 27/9; 2nd, 20/-; 3rd, 11/11. Return—1st, 46/3; 2nd, 33/6; 3rd, 23/10. 143 miles from Manchester. This small market town is perhaps best known for its high-class foundation Grammar School, which attracts scholars from all parts of the Principality. The district;

watered by the Bran and the Gwydderig, is remarkable for its picturesque scenery. Here are the ruins of Llandovery Castle, Ystradfin, and Catty's Cave. Hotels—The "North Western," the "Castle," and the "King's Head." (*Population*—1,742.)

Shortly after quitting Llandovery we cross the Towy, and following its winding course, pass the small stations of LLANWRDA and LLANGADOCK. Then over the Setin and Sawdde, two small tributary streams, we proceed onward to GLANRHYD and TALLEY ROAD, with the little market town of LLANDILO in the midst of picturesque views and relics of antiquity. Here are the romantic ruins of Carreg Cennen Castle, raised on a rocky site amidst the mountains by a Knight of the Round Table, and supplied with water through a cavernous well. Llandilo station has a refreshment-room and a bookstall. Hotels—The "Cawdor Arms" and the "Castle." The line here divides, the western branch extending to Carmarthen, where passengers by certain trains exchange for Tenby; while the southern main road leads to Llanelli, the Mumbles, and Swausea.

Diverging to the right for the former route, we pass through the fertile fields of Carmarthenshire, leaving LLANDILO BRIDGE, and obtaining a view of the ruined castle of Dynevor, once a royal residence, just visible above the mass of trees. Soon to the left is GOLDEN GROVE, with its memories of George Herbert, the seat of an extensive demesne belonging to Earl Cawdor. With the Towy River and Grangar Hill, where are Roman remains, on the left, and the fragments of Dryslwyn Castle on its abrupt and steep eminence to the right, we now run to DRYSLWYN. In the opposite direction we perceive a mass of masonry terminating in three lofty towers that commemorate the victories of Lord Nelson, and surmount a wood-clothed hill not far from the church and station of LEANARTHNEY. Presently we cross the Towy, also the Cothi, and come to NANTGAREDIG. Alltygog Hill to the right, and Llangunnon Hill on the left, are shortly followed by the Bishop of St. David's Tudor palace at ABERGWILLI, not far from Merlin's Hill. Then looking over wide open country, with the Towy to the left, we shortly enter

CARMARTHEN,

Town Station

(*For Whitland, Tenby, Pembroke, Pembroke Dock, and Aberystwyth*),

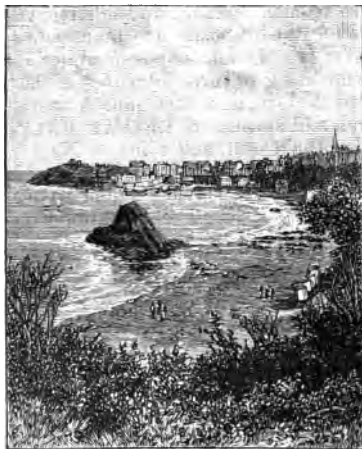
Fares from Shrewsbury—1st, 21/2; 2nd, 15/2; 3rd, 9/7. Return—1st, 35/6; 2nd, 25/6; 3rd, 11/2. 171½ miles from Liverpool and 168½ from Manchester. The capital of Carmarthenshire, once the ancient British metropolis of Wales, occupies an elevated position on the side of Penlan Hill, which commands a magnificent and varied prospect. Below is the broad stream of the Towy, which is celebrated for its fishing, and from here is navigable to Carmarthen Bay. Of the massive wall, embattled

gateways, and stately stronghold which once defended the approaches, few relics exist, although the ivy-mantled towers of its castle still remain as mementoes of a feudal past. Next to the castle, the fine old Norman parish church of St. Peter deserves attention. Here are the Presbyterian College, the Carmarthen Training College for South Wales and Monmouthshire, and some excellent schools. The General Post Office is in King Street. A market is held on Saturday, and Thursday is an early-closing day. The station has a letter-box, a bookstall, and a refreshment-room. A northward line affords communication with Aberystwyth. Hotels—The “Royal Ivy Bush,” the “Boar’s Head,” and the “Half Moon.” Press—*Carmarthen Journal, Carmarthen Reporter, Sŵen Cymru, Welshman.*

Strictly speaking, Carmarthen is a terminus of the “London and North Western” system, but throughout the year a through carriage from MANCHESTER (*London Road*) proceeds by *Carmarthen Junction* and *St. Clears* to *Whitland*, whence it travels over the “*Pembroke and Tenby Railway*,” via *Narberth, Kilgetty* and *Begelly*, and *Saundersfoot* to the beautiful seaside resort of

TENBY,

Fares from Manchester—1st, 38/7; 2nd, 27/10; 3rd, 18/4. Return—1st, 64/6; 2nd, 46/9; 3rd, 36/8.
Liverpool— „ 50/7; „ 28/10; „ 17/7. „ „ 61/3; „ 45/-; „ 35/2.



TENBY, FROM THE NORTH CLIFF.
(From a photograph by Bedford.)

199 miles from Manchester. Tenby, the fashionable watering-place and the chief marine health resort of South Wales, is most pleasantly situated on the picturesque coast of Pembrokeshire. It is remarkable for its dry, mild, and equable atmospheric conditions, excellent facilities for sea-bathing, and central position for many charming excursions by land or sea. The little town, which boasts of considerable antiquity, is principally clustered around the parish church, and contains the usual public buildings of a small but complete residential centre. Delightful sea-views may be gained from the principal hotels and lodging-

houses, mostly standing on the cliffs that here border the sea-front. This is divided by the turfed promontory and promenade of the Castle Hill into two miniature bays, respectively known as the North Sands and the South Sands. On the coast-line, and within reach of day excursions, is some of the finest rock scenery of Wales, its more noteworthy features comprising the rocks, caves, and cliffs near Giltar Point; Lydstep caverns; and the vicinity of St. Govan's Head. Equally to be commended are the trips by road or rail to the grand old ruins of Pembroke Castle, the remains of Manorbier, the ivy-mantled stronghold of Carew, Lamphey Palace, Pembroke Dock, and other attractive destinations. In the principal thoroughfare, High Street, is the General Post Office. A market is held on Saturday, and the early closing of business establishments is general on Thursday. At the railway station are a letter-box and a bookstall. A through carriage is run throughout the year from Manchester (*London Road*). After pausing at Tenby it runs *via Penally, Manorbier, Lamphey, and Pembroke to Pembroke Dock*, which owns communication by ferries with *New Milford*. The leading hotels of Tenby are the "Royal Gate House," the "Cobourg," and the "Lion." (*Population*—4,542.) Press—*Tenby Observer*.

Rejoining the main line at Llandilo, and resuming our journey to Swansea, we soon cross the Llwchwr, then pass DERWYDD ROAD, LLANDEBIE, TRYDAIL, and PANTYFFYNNON, where are tin-plate works, also a short branch running to the left by *Anmanford to Brynamman* at the foot of the Black Mountains. At PONTAEDULAIS JUNCTION, a line diverges on our right, extending through *Llangennech and Bynea* to

LLANELLY,

Fares from Manchester—1st, 32/6; 2nd, 23/6; 3rd, 18/4. Return—1st, 54/3; 2nd, 39/3; 3rd, 30/8. 168½ miles from Manchester. Llanelly may best be described as a seaport and market town, also a mining, metallurgical, shipping, and manufacturing centre, on the banks of the Burry. It possesses an excellent Athenæum and the usual public buildings of a provincial town. In Cowell Street is the General Post Office. Markets are held on Thursday and Saturday. Tuesday is an early-closing day. Hotels—The "Stepney Arms" and the "Thomas Arms." Press—*Llanelly Guardian, Llanelly Mercury, South Wales Press*.

Travelling onwards from PONTARDULAIS, we leave the Llwchwr river, and join the Llu, which flows from the left as we near GORSEINON, and proceed by collieries and ironworks to GOWERTON, where passengers can join the branch services that run *via PENCLOWDD* to LLANMORLAIS, a convenient station for the coast and countryside of Gower. Through increasing traces of mines

furnaces, and quarries DUNVANT is passed, to be succeeded by a beautiful view over the Vale of Swansea. Clearing KILLAY, we now run towards MUMBLES ROAD for

THE MUMBLES,

Fares from Shrewsbury—1st, 21/8; 2nd, 15/8; 3rd, 9/4. Return—1st, 56/3; 2nd, 36/-; 3rd, 18/9. 178½ miles from Liverpool and 175½ from Manchester. This charmingly quiet yet fashionable little residential watering-place, pleasantly planted at the foot and on the slopes of the sheltering cliffs which environ a portion of Swansea Bay, is remarkable for the mild salubrity of its climate and its facilities for bathing under any conditions of tide. In the neighbourhood are delightful rural resorts; and the interesting ruins of Oystermouth Castle, an old Norman fortress, well deserve a visit. The Mumbles may be remembered as a favourite residence of Frances Ridley Havergal, the well-known writer of sacred verse, who died at Caswell Bay on the 3rd of June, 1879. Hotels—The "Ship and Castle" and the "George."

Passing onwards, we skirt the shore of a magnificent bay bounded by Gower Head, and advance through SWANSEA BAY to

SWANSEA,

Fares from Liverpool—1st, 31/-; 2nd, 22/10; 3rd, 14/5. Return—1st, 51/9; 2nd, 36/3; 3rd, 28/10.
 " " Manchester—1st, 33/-; 2nd, 23/9; 3rd, 14/11. " " " 55/-; 2nd, 39/9; 3rd, 29/10.

181½ miles from Liverpool and 178½ from Manchester. This great metallurgical centre of the world, with its vast interests in the smelting of copper ores from English, foreign, and colonial mines, its numerous collieries, and its iron, brass, tin-plate, and other manufactures, is the scene of strange contrasts between business and beauty. Seated on the borders of a charming bay, guarded by the jutting cliffs of Gower's Head on the west and Worms Head to the east, shielded from bleak winds, and almost comparable with Naples in form if not in climate, Swansea, with its surroundings by sea or land, has indeed a bright setting for a black industry. The wealth of the district is mainly connected either with the shipping of its extensive docks or the huge mass of mines, mills, and works which cluster over the Swansea Valley. Its only remains of antiquity are the fragments of the massive Norman Castle. The principal public buildings are the Grammar School, the handsome Town Hall, the fine Royal Institution of South Wales, the Public Library, the Market House, and the General Post Office in Castle Square. A market is held on Saturday, and Thursday is an early-closing day. At the station are a letter-box and a bookstall. Hotels—The "Royal," the "Mackworth Arms," and the "Castle." (*Population*—90,423.) *Daily Press*—*Cambria Daily Leader*. *Weekly*—*Cambrian*, *Herald of Wales*, *Swansea Herald*, *Swansea Journal*.



MAP

OF THE

DIRECT EXPRESS ROUTE

FROM NORTH TO WEST

(via the Severn Tunnel),

CONNECTING THE

SCOTTISH HIGHLANDS,

EDINBURGH, GLASGOW,

THE ENGLISH LAKE DISTRICT,

LANCASHIRE, YORKSHIRE,

DURHAM AND NORTHUMBERLAND,

WITH THE

WEST OF ENGLAND,

WEYMOUTH,

AND

THE CHANNEL ISLANDS,

BY THE

JOINT THROUGH SERVICES

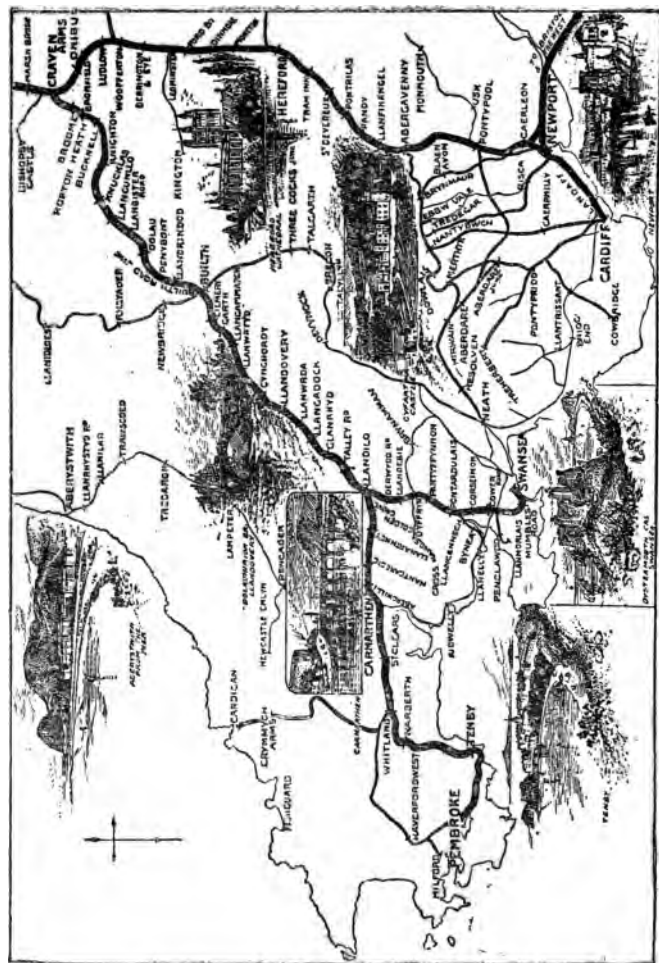
OF THE

London and North Western

AND THE

Great Western

Railways.



ROUTE MAP.—(IX.) CRAVEN ARMS TO TENBY, SWANSEA, NEWPORT, AND CARDIFF.

charming health resorts; while at the latter seaport they can join the "*Great Western*" services for Fowey, Newquay, Falmouth, Penzance, and other favourite wintering watering-places of Cornwall. Expresses from the North of England, Yorkshire, and Lancashire, also proceed direct to Newport and Cardiff for all stations in South Wales. Other trains diverge from the main line at Abergavenny, and *via* the Crickhowell Valley run to Newport, Merthyr, or Cardiff. Speaking generally, the expresses for Bristol afford direct services or through connections for Taunton, Barnstaple, Lynton and Lynmouth, Ilfracombe, Bideford, Exeter, Dawlish, Teignmouth, Torquay, Dartmouth, Plymouth, Fowey, Newquay, Truro, Falmouth, Helston, and Penzance; also for Weymouth and the Channel Islands. The "*London and North Western*" thus supplies the chief link in that long chain of railway communication—from Aberdeen to Penzance, a distance of 742 miles—which now affords the principal main route between the North and the West. Indeed, this excellent traffic arrangement—*via* Crewe, Shrewsbury, Hereford, and the Severn Tunnel—practically connects the wide territories served by the "*Caledonian*," the "*North Eastern*," the "*Lancashire and Yorkshire*," and the "*Manchester, Sheffield and Lincolnshire*" systems with that of the "*Great Western Railway*," which extends throughout Somerset, Dorset, Devon, and Cornwall. It consequently offers the advantages of through bookings and continuous journeys, together with well-timed connections at certain junctions where it may become necessary to exchange carriages.

PRESUMING that our passengers from the North have travelled over the previously-named routes (Section V.) as far as Shrewsbury, we will at this point resume our journey for the West, and proceed *via* CONDOVER, DORRINGTON, LEEBOTWOOD, CHURCH STRETTON, and MARSHBROOK to CRAVEN ARMS. Leaving Stokesay village on the left, we again cross the Oney, and run through ONIBURY and on to BROMFIELD, not far from which is the magnificent estate of Oakley Park, the seat of Colonel Clive. Ere long we see in advance the lofty tower of the parish church belonging to

LUDLOW.

Fares from Shrewsbury—1st, 5/9; 2nd, 4/-; 3rd, 2/11. Return—1st, 9/9; 2nd, 6/9; 3rd, 3/10.

93½ miles from Liverpool. The pleasant Shropshire town of Ludlow, formerly the seat of the Lord Presidents of the Welsh Council, and an important military station on the borders of the Marches of Wales, contains many interesting relics of antiquity. It is seated on an eminence near the waters of the Corve and the Teme. Ludlow

Castle, of which the remains are particularly fine, was erected on the site of a Saxon fortress by one Roger de Lacey. It was subsequently held for a considerable period by the Mortimers, but ultimately came into the possession of the Crown. During the residence of the Earl of Bridgewater, from 1633 to 1646, John Milton's "*Masque of Comus*" was performed in the great hall of the castle. Samuel Butler, the well-known and witty author of "*Hudibras*," is said to have written much of his satire within these time-honoured precincts. The town contains some quaint specimens



LUDLOW CASTLE.

of substantial timber houses, the remaining embattled gateway of its walls, and other traces of antiquity. But especially deserving notice is the stately structure of St. Lawrence's Collegiate Church, a handsome Gothic building of varying styles, dating from the Early English to the Perpendicular periods. The ancient foundation of Ludlow Grammar School, which has existed since the thirteenth century, is now a most successful educational centre. A weekly market is held on Monday. The General Post Office is in Broad Street. *Hotels*—The "Angel" and the "Feathers." (*Population*—4,460.) *Press*—*Ludlow Advertiser*,

Passing from Ludlow, we hasten southwards, and cross the Teme ere we run into WOOLFERTON JUNCTION—for the branch services to Tenbury, Bewdley, and Worcester. A refreshment-room is on the platform. Here a line diverges, on the left, by EASTON COURT to TENBURY or Tenbury Wells, a small town on the borders of Worcestershire, beautifully situated in a luxuriant valley, and celebrated for its fruit and hop cultivation, splendid fishing for trout and grayling in the streams of the Teme and Kyre, and mineral waters. Tuesday is the weekly market day. A communication can here be made with the "*London and North Western*" system by proceeding through *Newnham Bridge, Neen Sollars, Cleobury Mortimer, Wyre Forest, Bewdley, Kidderminster*, and STOUR-BRIDGE JUNCTION to SMETHWICK JUNCTION, where passengers can exchange carriages for BIRMINGHAM (*New Street*). Resuming our journey from WOOLFERTON JUNCTION, we soon enter the county of Herefordshire. After clearing BERRINGTON AND EYE, which is near to Berrington Hall, the seat of Lord Rodney, we run amidst richly-timbered meadows towards the pretty suburban homes that lie around the outskirts of

LEOMINSTER

(*For Steens Bridge, Kington, New Radnor, and Presteign*),

Fares from Shrewsbury—1st, 8/-; 2nd, 5/6; 3rd, 3/11. Return—1st, 13/6; 2nd, 9/3; 3rd, 7/10.

104 miles from Liverpool and 38½ from Shrewsbury. This pleasant market town of Herefordshire is surrounded by a fertile agricultural district, especially noted for its hop gardens, orchards, and the fine breed of Herefordshire cattle which stock the pasture-lands. Its large parish church of SS. Peter and Paul, once a portion of the wealthy and extensive priory which here existed until the Reformation, is naturally a feature of engrossing interest, whether for its numerous and varying architectural beauties, which extend over many centuries, the fine decorative details of the interior, or for its stained-glass and sculptured memorials. The ancient town contains other noteworthy features, especially the carvings of many Elizabethan buildings, and some quaint almshouses in the Bargates. At the station are a bookstall, a letter-box, a telegraph office, and a refreshment-room. Passengers exchange here for *Eardisley, Presteign, Kington, New Radnor, and Steens Bridge*. Hotel—*The "Royal Oak."* (Population—5,675.) Press—*Leominster News*.

Quitting Leominster, we cross the Arrow, a tiny but charming trout-stream which flows from Broadward to join the Lugg, and steam on with a range of high hills to the right, while on the left through rich pasture meadows flows the winding river. Stoke Prior church lies about a mile from the line, and soon we are at the foot of the

gloriously-wooded height of Dinmore Hill, with a glimpse of its steep ascent; then piercing its depths by a long tunnel, we greet the daylight at DINMORE station, near the stately mansion of Hampton Court, one of the picturesque ancestral homes of rural England. Crossing the Lugg, we hasten through MORETON to

HEREFORD,

Barr's Court Station

(For Malvern, Ross, Gloucester, and Cheltenham; Abergareenny, Merthyr, Newport, and Cardiff; and via the Severn Tunnel to Bristol for the West of England, Weymouth, and the Channel Islands),

Fares from Liverpool—1st, 20/-; 2nd, 14/8; 3rd, 10/3½. Return—1st, 33/6; 2nd, 24/6; 3rd, 20/7.
 " " Manchester— " 21/9; " 15/9; " 11/1. " " 34/3; " 26/3; " 22/2.

116½ miles from Liverpool, 113¾ from Manchester, 54 from Cardiff, 63½ from Bristol, 192 from Plymouth, and 151 from Weymouth.

The Saxon diocese and city of Hereford was founded as early as the seventh century, and has continued without break for twelve hundred years. St. Ethelbert's Cathedral, commenced during the eleventh century, contains examples of the various architectural periods that prevailed in England until 1520. The present stately edifice owes much to its restoration, carried out under the direction of the late Sir Gilbert Scott. Its interior contains many interesting monumental remains, especially the long series of episcopal

tombs, and the shrine of St. Cantilupe; also the magnificent iron screen at the end of the nave, formed in art metal-work after a design by Sir Gilbert Scott. Hereford has long been associated with the popular Musical Festival of the Three Choirs, comprising those of Gloucester, Worcester, and Hereford. The city of Hereford formerly possessed a wall and gates, with a strong castle and five parish churches, but the former were well-nigh demolished in the siege of 1645, although the Castle Green, with its monument of Nelson, is still a favourite promenade. Only three of the original churches now remain—viz., All Saints', St. Peter's, and



HEREFORD CATHEDRAL.

(From a photograph by Messrs. Poulton & Son.)

St. Nicholas. Of ancient dwellings, the "Old House," dated 1621, is certainly worth attention as a rare specimen of domestic architecture. The Cathedral Grammar School of Bishop Gilbert affords, with a liberal education, numerous exhibitions to the Universities. Here, too, are the Herefordshire County College, the Hereford Ladies' College, and the Hereford High School for Girls. The chief public buildings are the Shire and County Halls; the Free Library and Museum; the Infirmary; and the Corn Exchange, where a market is held on Wednesday. Thursday is an early-closing day. The General Post Office is in Broad Street. The railway station is in direct connection with services to Malvern, Worcester, Ross, Monmouth, Gloucester, and Cheltenham. On the platforms are a letter-box, a telegraph office, a bookstall, and refreshment-rooms. Hotels—The "Green Dragon," the "Mitre," and the "City Arms." (*Population*—20,267.) Press—*Hereford Journal*, *Hereford Mercury*, *Hereford Times*, *Hereford Marvel*.

Passing from Hereford, we cross the Wye, and run by TRAM INN and ST. DEVEREUX to PONTRILAS, whence the "*Golden Valley Railway*" diverges westward to *Dorstone* and *Hay*. Crossing the Munnow River, with a view of the Black Mountains, where are the ruins of Llanthony Abbey, we clear PANDY, and pass the foot of Great Skirrid or the Holy Mountain on the left, near ABERGAVENNY JUNCTION (*for Abergavenny, Brynmawr, Ebbw Vale, Nant-y-Buch, Sirhowy, Tredegar, Merthyr, Rhymney, Caerphilly, and Cardiff*). Here our train separates into two portions, one travelling southward via Pontypool to Newport and Cardiff, while the other runs westward by the Crickhowell Valley to Rhymney, Merthyr, or Cardiff. Travelling by the Merthyr train, we run to BRECON ROAD for

ABERGAVENNY,

Fares from Liverpool—1st, 24/7; 2nd, 17/8; P., 12/2. Return—1st, 41/3; 2nd, 29/6; P., 24/4.

138 miles from Liverpool and 135½ from Manchester. The quaint little town of Abergavenny, most picturesquely placed within an amphitheatre of hills, and watered by the noble stream of the Usk, also by its tributary the Gavenny, is within reach of entrancing landscapes, forests, waterfalls, old feudal castles, and ruined abbeys. All that remains of its ancient Norman castle are the ivy-mantled entrance gate and a few fragmentary ruins standing on an eminence, now devoted to some delightful pleasure grounds. The fine church of St. Mary's possesses traces of its former Gothic grandeur as the Benedictine priory chapel, and contains, in its complete series of sculptured tombs and carved effigies, meet memorials of the noble Herberts, Beauchamps, or Nevilles, who once trod the baronial halls of Abergavenny Castle. The vicinity abounds in pleasant scenery

the favourite tourist resorts being Crickhowell, Llangastock Castle, Llangorse Lake, Raglan Castle, Clydach Waterfalls, and the mountain ranges, including the summits of the Sugar Loaf, Blorrange, Skirrid Fawr, Derri, Rholben, Graig, and the Skirrid Fach. Good trout-fishing can be had in the rivers. A market is held on Tuesday, and Thursday is an early-closing day. Hotels—The “Angel,” the “Greyhound,” the “Swan,” and the “Imperial Temperance.” (*Population*—7,640.) Press—*Abergavenny Chronicle*.

Leaving Brecon Road and Abergavenny on our left, we cross the Usk, and travel along the southern boundary of the luxuriant Crickhowell Valley, then pass GOVILAN, with a view of the Sugar Loaf, and after clearing GILWERN, as we approach CLYDACH, overlook a prospect remarkable for its panoramic beauty. Soon we reach the small town of BRYNMAWR, on the borders of Monmouthshire, with access to numerous collieries and mines, the principal “North Western” branches being by WAEN AVON, BLAENAVON, and VARTAG, to ABERSYCHAN and TALWAIN, the seat of extensive iron-works, or *via* PONTYPOOL to NEWPORT, while another line through NANT-Y-GLO to BLAINA traverses a furnace district. On the north the Bryn Mountain affords a glorious view over Brecknockshire, while the summits of Milfrean and Ebbw Vale command wide tracts of the picturesque scenery comprised within the Clydach Valley. Clearing BEAUFORT, the exchange station for EBBW VALE, we pass TREVIL AND NANT-Y-BWCH, the junction for the Sirhowy branch, which has an extension to SIRHOWY; also to TREDEGAR, BEDWELLTY PITS, HOLLY BUSH, ARGOED, BLACKWOOD, TREDEGAR JUNCTION, YNYSDDU, NINE MILE POINT, RISCA, and BASSALEG to NEWPORT (*High Street*). Still on the main Cardiff route, we proceed to RHYMNEY BRIDGE, whence a line runs *via* DOWLAIS TOP, DOWLAIS, and PONTARN for VAYNOR and CEFN to

MERTHYR TYDFIL,

Fares from Liverpool— 1st, 28/8; 2nd, 20/7; 3rd, 12/6. Return—1st, 47/6; 2nd, 34/8; 3rd, 22/6.
 „ „ Manchester— „ 30/2; „ 21/9; „ 13/6. „ 50/6; „ 36/6; „ 27/-.

162 miles from Liverpool and 159½ from Manchester. The great iron town of the west, Merthyr Tydfil, is situated on the bleak ranges of Glamorganshire mountains, and its rapid growth can be mainly traced to their hoarded treasures of mineral wealth, and in almost equal proportion to the vast modern development of steam power and machinery. Here are an immense assemblage of huge blasting furnaces, rolling-mills, and every conceivable form of the black industry which animates the population. Hotels—The “Castle,” the “Bush,” the “Grosvenor,” and the “Queen’s.” (*Population*—58,080.) Press—*Merthyr Express*.

Returning to Rhymney Bridge for the journey to Cardiff *via* Rhymney, we may note that connections also exist through DOWLAIS TOP for MERTHYR, QUAKERS YARD, MOUNTAIN ASH, ABERDARE, and NEATH on to SWANSEA; likewise by CEFN to BRECON. Departing by the Cardiff line, we pass RHYMNEY, and come to PONTLOTTYN, TIR PHIL, GEORGE INN, BARGOED JUNCTION, PENGAM, and HENGOED JUNCTION, until at YSTREAD JUNCTION we enter upon beautiful rural scenery. Speeding by PWLLYPANT, we enter Glamorganshire, viewing on our left the ruins of Caerphilly Castle. After pausing at CAERPHILLY, and steaming by LLANISHEN, we rapidly near our destination at CARDIFF.

RETURNING to ABERGAVENNY JUNCTION, we now resume our journey with the direct "South Wales and West of England Express," proceeding by PENPERGWM and NANTYDERRY to PONTYPOOL ROAD, where passengers exchange for the Vale of Neath, Monmouth, and the Wye Valley. Through carriages for Bristol are here detached and forwarded *via* the Severn Tunnel. Then by PONTNEWYDD, LLANTARNAM, PONTIR, and CAERLEON, we reach

NEWPORT,

Fares from Liverpool—1st, 24/7; 2nd, 20/2; 3rd, 18/4. Return—1st, 47/6; 2nd, 38/9; 3rd, 26/8.
 „ „ Manchester—, 24/1; „ 20/2; „ 13/7. „ „ 48/2; „ 35/6; „ 27/2.

156½ miles from Liverpool and 153½ from Manchester. Newport is the most important town of Monmouthshire, chiefly owing to its situation on the estuary of the Usk, and the numerous systems of railways which here converge with their large export tonnage of coal and iron. Since their first construction in 1842 the docks have required considerable extension, the latest addition having been the Alexandra Dock, which affords a water area of some thirty acres, supplemented by a commodious timber basin. The public buildings include a spacious Town Hall, Custom House, Market House, Free Library, Corn Exchange, and the handsome Victoria Assembly Rooms. The Post Office is in High Street. A market is held on Saturday. At the station are a letter-box, a postal telegraph office, bookstalls, and refreshment-rooms. Through carriages are run by certain trains to Liverpool, Manchester, Leeds, and Newcastle-upon-Tyne. The chief hotels are the "Westgate," the "King's Head," and the "Queen's." (Population—54,695.) Daily Press—*South Wales Daily Telegram*, *South Wales Times*. Weekly—*Monmouthshire Advertiser*, *South Wales Weekly Telegram*, *South Wales Times* and *Star of Gwent*.

(For an illustration of Newport, see Supplementary Pictorial Pages.)

The continuation of our journey now leads us by MARSHFIELD to

CARDIFF

(For Llandaff and Penarth),

Fares from Liverpool—1st, 27/1; 2nd, 22/2; 3rd, 13/1. Return—1st, 50/3; 2nd, 37/-; 3rd, 23/3.
 " " Manchester—" 26/7; " 21/8; " 14/6. " " 32/3; " 26/9; " 20/8.

177½ miles from Liverpool and 174½ from Manchester. The busy capital of Glamorganshire is remarkable for the rapid extension of its wealth, commerce, and population, since the construction of its extensive docks. Its chief public buildings are the Town Hall, a spacious classical structure comprising Municipal Offices and the County Assize Courts; the Market House; and the valuable local institution known as the Free Library, Museum, and School of Art. The General Post Office is in St. Mary Street. Near to the Castle are the Sophia Gardens. A market is held on Saturday, and Wednesday is an early-closing day. Cardiff Castle, now a residence of the Marquis of Bute, has undergone a very complete restoration; its entrance gateway and the ruined Norman keep being the only remains of the original fortress. It will doubtless be remembered for the long imprisonment of the ill-fated Robert Curthose, Duke of Normandy. Within two miles is the quaint city of Llandaff, possessing the oldest bishopric in Wales, and the remains—or, rather, the restoration—of its ancient cathedral, rich in many a relic of architectural beauty. Penarth is a residential watering-place within a few miles of Car-

diff. At the station are a letter-box, a telegraph office, a bookstall, and refreshment-rooms. Through carriages are attached to certain expresses for Liverpool, Manchester, Leeds, and Newcastle-upon-Tyne. Hotels—The "Royal," the "Angel," and the "Park." (Population—128,849.) Daily Press—*South Wales Daily News*, *South Wales Echo*, *Western Mail*. Weekly—*Cardiff Times*, *Weekly Mail*.



THE KEEP, CARDIFF CASTLE.

From PONTYPOOL ROAD the through "West of England Expresses," travelling by CAERLEON, LIANWERN,

and MAGOR, reach SEVERN TUNNEL JUNCTION. After speeding through the great subway they then rapidly pass PILNING, PATCHWAY, FILTON, ASHLEY HILL, STAPLETON ROAD, and LAWRENCE HILL, ere they reach

BRISTOL,

Temple Meads Station

(For Taunton, Weston-super-Mare, Ilfracombe, Exeter, Dawlish, Teignmouth, Torquay, Dartmouth, Plymouth, Truro, Falmouth, Helston, St. Ives, Penzance, and via Weymouth for the Channel Islands),

Fares from Liverpool—	1st. 21/7	2nd. 20/3	3rd. 13/9	Return—	1st. 40/2	2nd. 40/-
.. .. Manchester—	21/1	.. 19/9	.. 13/7		40/2	.. 39/6
.. .. Leeds—	27/9	.. 22/3	.. 16/9		56/6	.. 44/6
.. .. Edinburgh—	56/-	.. 47/9	.. 39/10½		106/6	.. 83/3
.. .. Glasgow—	56/6	.. 44/3	.. 39/5½		107/3	.. 84/3

177½ miles from Manchester, 215½ from Leeds, 253½ from Windermere, 394½ from Edinburgh, 395½ from Glasgow, 75½ from Exeter, 102 from Torquay, 128½ from Plymouth, 207½ from Penzance, 105½ from Ilfracombe, and 87½ from Weymouth. The ancient and interesting city of Bristol, which for centuries has existed as the Metropolis of the West, is one of the chief seaports of the country, and the seat of several flourishing manufactures. From College Green we may easily reach the cathedral, the fine church of St. Mary Redcliffe, the Elizabethan Guildhall, the Council House, the Exchange, the Commercial Rooms, the Corn Exchange, the Assize Courts, the Bristol Library and Museum, and the Bristol Fine Arts Academy. In Small Street is the General Post Office. Its principal educational institutions are the Bristol University College; Clifton College, beautifully situated in the charming residential district of Clifton, famous for its Suspension Bridge; Bristol Grammar School; and the Girls' High School. Mr. Muller's celebrated Orphan Houses, accommodating two thousand children, are on Ashley Down. The railway station is—by means of the joint "North to West Expresses" of the "Great Western" and "London and North Western" railways—now brought into direct connection with all parts of England, Wales, Ireland, and Scotland. Through carriages are run each week-day from Plymouth and Bristol to Crewe, Liverpool, Manchester, Huddersfield, Leeds, the Lake District, Carlisle, and Glasgow. During the summer additional through coaches for Weston-super-Mare, Taunton, Torquay, and Plymouth are run by certain trains from Liverpool, Manchester, and Leeds. Passengers from the North can at Bristol join the express services for the salubrious watering-places and picturesque health resorts of Somerset, Dorset, Devon, and Cornwall, and may also travel direct to Weymouth for the swift "Great Western" steamers that sail each week-day for Guernsey and Jersey. The chief hotels of Bristol are the "Royal," the "Grand," the "Talbot," the "George," and the "Queen's." The



CLIFTON COLLEGE, AND SUSPENSION BRIDGE.

"St. Vincent Rocks," the "Clifton Downs," and the "Imperial" are at Clifton. (Population—221,665.) *Daily Press*—*Bristol Evening News*, *Bristol Mercury and Daily Post*, *Bristol Times and Mirror*, *Western Daily Press*. Weekly—*Bristol Observer*, *Clifton Chronicle*.

Presuming that we now continue our journey towards the capitals of Somerset and Devon, the fashionable watering-place of Torquay, or to Plymouth, the great seaport of the West and the gateway to the beauties of Cornwall, we shall, after leaving BRISTOL, travel over the metals of the "*Great Western Railway*," which affords the third and last link of the long trunk route that extends from Aberdeen to Penzance. Leaving *Temple Meads Station*, we soon speed onwards by FLAX-BOURTON and NAILSEA to YATTON (for Clevedon, Cheddar, and Wells). After passing PUXTON we may notice an alternative main line that diverges on our right and supplies a direct road via WORLE to the popular health resort and marine residential centre of WESTON-SUPER-MARE, which is likewise well known as a favourite summer watering-place. Through BLEADON AND UPHILL, BRENT KNOLL, HIGHBRIDGE, and DUNBALL, we now come to the small market town and river-port of BRIDGWATER, DURSTON, and



ST. MARY'S CHURCH, TAUNTON.
(From a photograph by Messrs. Chaffin & Sons.)

TAUNTON

(For Watchet, Dunster, Minehead, Lynton, and Lymmouth; Barnstaple, Ilfracombe, Bideford, Westward Ho, Torrington, Clovelly, and Bude),

Fares from Manchester—1st, 33/10; 2nd, 27/8; 3rd, 17/10. Return—1st, 64/2; 2nd, 52/-; 3rd, 35/8.

221½ miles from Manchester. This substantial county town of Somersetshire is an attractive residential centre, most charmingly situated upon the banks of the Tone, in the picturesque valley of Taunton Deane, and within easy reach of the Quantocks and Blackdowns, two magnificent ranges of rugged yet fertile hills. The

remains of Taunton Castle are now appropriated to the interesting collections of the Somersetshire Archaeological and Natural History Society. Its stately parish church, dedicated to St. Mary, owns a magnificent and lofty Perpendicular tower. Other architectural features are the Municipal Buildings, the Shire Hall, the Somerset County Club, and some excellent schools, of which the King's College, the Queen's College, and the Independent College deserve mention. In Church Square is the General Post Office. A market is held on Saturday, and Thursday is an early-closing day. At *Taunton Station* are a letter-box, a telegraph office, book-stalls, and refreshment-rooms. The leading hotels are the "Great Western," the "Castle," the "London," and "Clarke's." (*Population*—18,026.) Press—*Somerset County Gazette*, *Somerset County Herald*, *Somerset Express*, *Taunton Courier*, *Taunton Echo*, *Western News*.

Passengers exchange carriages at Taunton for the services that run to the pretty Somersetshire watering-places of *Watchet* and *Minehead*, whence during the summer months well-horsed coaches depart each week-day for *Lynmouth* and *Lynton*, two of the most picturesque coast resorts of

NORTH DEVON.

Another important line that diverges southward of Taunton is that which furnishes a direct route to *BARNSTAPLE*, the chief market centre of North Devon; the old town of *ILFRACOMBE*, its most popular watering-place; and *BIDEFORD*, which affords access to *WESTWARD HO*, where is the United Services College. Coach services from Bideford provide an attractive means of reaching the quaint fishing hamlet of *Clovelly*; also *Bude*, one of the small but salubrious watering-places that line the coast of North Cornwall. Reverting to accommodation for visitors, we may remark that at *Watchet* is the "West Somerset Hotel," while at *Minehead* we shall find the "Feathers" and the "Beach." *Lynmouth* has three good hotels in the "Tors Park," the "Lyndale," and the "Bath"; while *Lynton* provides similar accommodation at the "Royal Castle," the "Valley of Rocks," and the "Cottage." In the same district are excellent private hotels or boarding-houses. Other noteworthy hotels are the "Royal and Fortescue" and the "Golden Lion" at *Barnstaple*; the "Ilfracombe," the "Royal Clarence," the "Britannia," the "Queen's," and the "Runnacleave" at *Ilfracombe*; and the "Royal," the "New," and "Tanton's" at *Bideford*.

After leaving Taunton we proceed by *WELLINGTON* and *BURLESCOMBE* to *TIVERTON JUNCTION* (for *Tiverton*), *CULLOMPTON*, *HELE* and *BRADNINCH*, *SILVERTON*, *STOKE CANON*, and

EXETER.

St. David's Station

Fares from Manchester—1st, 40/7; 2nd, 32/5; 3rd, 19/10. Return—1st, 75 -; 2nd, 60/2; 3rd, 30/0.

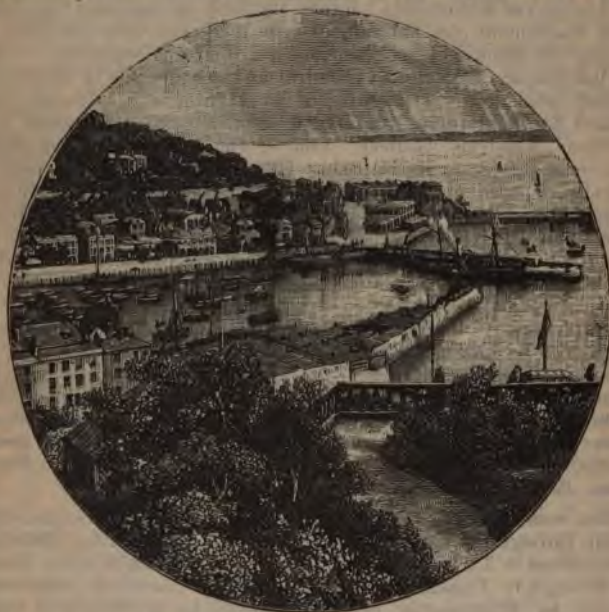
253 miles from Manchester. Exeter, the ancient capital of Devonshire, was a Roman station, a Saxon settlement, and a Norman castle. The city was especially honoured by the Tudor sovereigns, but during the seventeenth century its citizens espoused the cause of the Parliament, yet subsequently in 1688 they were the first to welcome William III. as the chosen Protestant sovereign of the English people. St. Peter's Cathedral, an imposing pile of Decorated English work, owns a magnificent west front, and is to be commended for its stately nave, the carved woodwork of the choir, and a curious Minstrels' Gallery. One of the most interesting relics of ancient Exeter is its imposing Elizabethan Guildhall, which is centrally situated in the High Street. Other attractions are the Albert Memorial Museum, Library, and Art Gallery, in Queen Street; and the Northenhay Gardens. Exeter Grammar School is an ancient educational foundation. In the High Street is the General Post Office. A market is held on Friday, and Saturday is an early-closing day. At *St. David's Station* are a letter-box, a telegraph office, bookstalls, and refreshment-rooms. Luncheon baskets can be obtained. Passengers can here, by an exchange of carriages, join the "*London and South Western*" services for Ilfracombe and North Devon. Hotels—The "*Royal Clarence*," the "*New London*," the "*Rougemont*," and the "*Half Moon*." (*Population*—37,580.) *Daily Press*—*Daily Western Times*, *Devon Daily Gazette*, *Devon Evening Express*, *Evening Post*. *Weekly Devon Times*, *Exeter Flying Post*.

Ere resuming our southward progress, we should remark that certain through carriages from the North of England and Scotland travel direct to Torquay and Kingswear for Dartmouth, while others run through to Plymouth for all stations in Cornwall. Our route extends by EXMINSTER and STARCROSS to DAWLISH, a small bathing resort on the coast of Devon. Hotels—The "*Royal*," the "*Albert*," and the "*London*." With charming sea views on our left we then travel to TEIGNMOUTH, another favourite watering-place, affording many sea-side or inland attractions. Hotels—The "*Royal*," the "*Queen*," and the "*London*." At NEWTON ABBOT is Newton College, a first-grade school which is well known throughout the West of England. Here, too, passengers can join certain branch services for the Dartmoor district. Hotel—The "*Globe*." At this point the Dartmouth carriages, diverging from the main line, run through KINGSEKESWELL and TORRE towards

TORQUAY.

Fares from Liverpool— 1st, 46/3; 2nd, 36/4; 3rd, 22/2½. Return—1st, 83/0; 2nd, 65/0; 3rd, 44/5.
 " " Manchester— " 45/9; " 35/10; " 22/0½. " " " 82/0; " 65/3; " 44/1.
 " " Leeds— " 49/9; " 39/11; " 25/2½. " " " 90/1; " 74/1; " 50/5.

274 miles from Liverpool. It would be difficult to find a more picturesque and salubrious watering-place than this fashionable Devonshire health resort. Its richly-wooded slopes, covered with



TORQUAY, FROM WALDRON HILL.

(From a photograph by Messrs. Frith & Co., Reigate.)

many charmingly-situated hotels and villa residences, command most attractive marine views; and many delightful rambles may be taken by its singularly beautiful coast-line, while, both by rail or road, visitors can obtain access to much of the best scenery of South Devon. A striking proof of its value as a seaside sanatorium or tourist centre is the fact that, year by year, during its winter or its summer seasons, many families regularly take up their residence *in the pleasant hotels and boarding-houses of Torquay.* By a

remarkable consensus of well-balanced opinion Torquay is credited with many of those scenic attractions which more usually characterise the favourite watering-places of the Continent. The late Lord Tennyson, genial Charles Kingsley, and a well-travelled American celebrity, the late Rev. Henry Ward Beecher, alike affirmed their warm appreciation of this beautiful Devonian seaside town; while Professor Ruskin has most aptly termed it "the Italy of England." Seeing that the entire district of South Devon is widely celebrated for pure climatic conditions and a singularly equable temperature, it is not surprising to find that its marine capital, Torquay, has become a popular wintering-place for numerous families from Scotland, the North of England, Lancashire, and Yorkshire. For a more detailed description of the place we will refer our readers to the "*Official Guide to the Great Western Railway*," but we may here remark that the chief thoroughfares of the town are the Strand, Torwood Road, and the Victoria Parade, which lead to the harbour, the pier, the Bath Saloon, the Assembly Rooms, the Baths, and the Bathing Coves, also to the headquarters of the Royal Torbay Yachting Club. Babbacombe Road affords access to the Public Gardens, the Natural History Museum, and the Winter Gardens. By Torbay Road visitors can reach the sands, the Rock Walks, and the Recreation Ground. In Lower Union Street stands the Town Hall, and in Torwood Road is the General Post Office. Markets are held on Tuesday and Saturday, while Wednesday is an early-closing day. The leading hotels are the "Imperial," which stands on the south side of a hill in the best part of Torquay; the "Osborne," in the Hesketh Crescent, charmingly situated and overlooking the sea; the "Victoria and Albert," the "Torbay," the "Belgrave," the "Queen's," and the "Western;" also the "Petworth" and "Cumper's," two high-class private hotels, and the Granville Mansions Hydropathic Establishment. (*Population*—25,534.) Press—*Devon County Standard, Torquay Directory, Torquay Times.*

(For additional illustrations of Torquay, see *Panoramic Map*, page 368.)

After leaving Torquay our train runs onward to PAIGNTON, a small but most pleasantly situated watering-place on the shores of Tor Bay. Hotels—The "Esplanade" and the "Gerstone." We then speed by CHURSTON to BRIXHAM, a busy fishery centre, which on the 4th of November, 1688, witnessed the memorable landing of William, Prince of Orange, subsequently William III. of England. Our terminus is KINGSWEAR, which by means of a ferry owns communication with DARTMOUTH, an ancient seaport and a favourite yachting station overlooking the wide estuary of the "English Rhine." Hotels—The "Castle" and the "Raleigh Temperance Hotel;" also the "Royal Dart" at Kingswear.

Returning to NEWTON ABBOT, we again resume our progress

towards the West, and ere long pause at the beautifully-situated town of TOTNES, containing a handsome parish church and Totnes Grammar School. Hotels—The “Seven Stars” and the “Seymour.” Here passengers can join the branch services to ASHBURTON for the fine scenery of the Dartmoor District. Hotels—The “Golden Lion” and the “London.” Again running westward, we successively pass BRENT, KINGSBRIDGE ROAD, IVYBRIDGE, CORNWOOD, PLYMPTON, and MUTLEY, ere we pause at

PLYMOUTH,

North Road or Millbay Stations

For Princetown, Tavistock, and Lannceston; Bodmin and Wadebridge; Fowey, St. Columb, and Newquay; Truro and Falmouth; Helston, St. Ives, and Penzance for the Scilly Isles),

Fares from Liverpool—1st, 52/7; 2nd, 40/9; 3rd, 24/3. Return—1st, 95/-; 2nd, 73/11; 3rd, 48/10. 662 miles from Aberdeen, 522½ from Edinburgh, 524 from Glasgow, and 304 from Manchester. Plymouth, Stonehouse, and Devonport, the well-known “Three Towns” that unitedly form the busy seaport and naval station of the West, occupy a most advantageous site by the wide estuaries of the Plym and the Tamar, which here discharge their waters through the Catwater and the Hamoaze into Plymouth Sound, a splendid anchorage, which is protected by its massive breakwater. Far away seaward rises the Eddystone Lighthouse. The extensive Millbay Docks, owned by the “Great Western Railway,” and affording every facility for the loading and discharging of cargoes, enjoy the advantages of direct railway communication via the Severn Tunnel with Lancashire, Yorkshire, the North of England and Scotland—indeed, with all parts of Great Britain. Plymouth is well known as the last and the first port of call for the ocean steamships to and from the East. From this Devonshire seaport in 1620 sailed “the men of the *Mayflower*”—the Pilgrim Fathers—who became the founders of the great American Republic; and here, too, on the 20th of July, 1588, Lord Howard set sail with the English fleet that successfully repulsed the so-called “Invincible Armada,” a national victory which has been duly commemorated by the Tercentenary Memorial. The chief centres of interest for visitors are the Hoe, an elevated expanse of turf overlooking the docks and the ocean, Mount Edgcumbe, and Stonehouse, with the Royal William Victualling Yard. Here, too, are the remains of Smeaton’s Eddystone Lighthouse, also a statue of Sir Francis Drake. Close at hand is the iron pier, a favourite landing-stage and promenade. Other features of interest are the Guildhall, Law Courts, and Municipal Buildings; the General Post Office, St. Andrew’s Church, and numerous places of worship; also the Plymouth Corporation Grammar School, Plymouth College, the Athenæum,

the Royal Assembly Rooms, and the Theatre. In Cornwall Street is the Free Library. A market is held on Saturday, and Wednesday is an early-closing day. Both at *North Road* and *Millbay* stations are letter-boxes, telegraph offices, bookstalls, and refreshment-rooms. Passengers who exchange at *North Road Station* can here join the branch services for *Princetown* station, on the borders of Dartmoor, also those for *Tavistock* and *Launceston*; while those who continue their journey over the main line can by certain trains travel through to Penzance. The leading hotels are the "Royal," the "Grand," the "Duke of Cornwall," "Chubb's," the "Globe," and "Farley's." (Population—84,179.) Daily Press—*Western Daily Mercury*, *Western Morning News*. Weekly—*Naval and Military Record*, *Weekly Mercury*, *Western Weekly News*, *Western Portfolio*.

CORNWALL.

Before resuming our journey towards Penzance we should remind our readers that during the last few years the picturesque coast of Cornwall has attracted large numbers of the wealthier classes, who hitherto have spent their winters in the South of Europe. From a well-written pamphlet, entitled "*Cornwall as a Winter Resort*," which is published by the "*Great Western Railway*," we learn that such eminent physicians as Sir Edward Sieveking, M.D., Sir James Clarke, and other leading members of the British medical profession, now prefer to send their more delicate patients to the seagirt West of England. Here the singularly equable climate and mildly bracing air conduce to a more satisfactory state of convalescence, or to the maintenance of a better average vitality, than can be assured from the variable temperatures on the coast of the Mediterranean. No better proof of these facts can be adduced than the remarkably luxuriant character of the exotic vegetation which flourishes throughout the winter upon the southern shore of Cornwall, while it equally contributes to the beauty of its countryside during the early spring and prolonged summer. The principal winter health resorts are Fowey, Falmouth, Helston, and Penzance, which face the English Channel; while a mild but slightly more invigorating climate may be enjoyed at Newquay and St. Ives, which are upon the Atlantic seaboard. Each of these tourist centres possesses excellent hotels and comfortable apartments, while private residences can be obtained either at Falmouth or Penzance.

After leaving PLYMOUTH we soon pause at DEVONPORT, so well known for the Royal Devonport Dockyard (Hotels—The "Royal" and "Thomas's"), and then speed across the Tamar, here spanned by Brunel's magnificent Royal Albert Bridge, which attains a length of 2,240 feet. Our next stations are ST. GERMANS, MENHENTOT, and LISKEARD, a substantial market town. Hotel—"Webb's."

Then by the Moorswater viaduct we reach DOUBLEBOIS and BODMIN ROAD, where passengers exchange carriages for the trains that run to BODMIN, the county town of Cornwall (Hotel—The "Royal"), and WADEBRIDGE, a market town within easy reach of *Padstow*, a pleasant little seaport of North Cornwall. At Wadebridge is the "Molesworth Arms Hotel." We next pass LOSTWITHIEL, another Cornish market town, and come to PAR (*for Fowey and Newquay*). Here tourists can join the trains for

FOWEY.

centuries ago one of England's chief seaports, but now a charming little watering-place with ancient parish church, a land-locked river harbour, and most attractive hill scenery. Place House is the fine Elizabethan seat of the Treffry family. Hotel—The "Fowey." By the northward line from Par passengers can travel to

NEWQUAY.

which may be briefly described as one of the most delightfully-



NEWQUAY SANDS.

situated watering-places of Cornwall, chiefly remarkable for its wide expanse of sands, picturesque rock scenery, and magnificent marine views. Owing to its western aspect upon the shore of the Atlantic seaboard, Newquay enjoys the advantages of a mildly equable climate of a somewhat more bracing character than many of the more southerly health resorts. Here visitors will find every facility for bathing, boating, and fishing; while the long coast-line, with its cliff caverns, and the neighbouring countryside offers many attractions for tourists. Excellent accommodation may be found at the

"Atlantic" and the "Great Western" hotels. (*Population—1,891.*)

(For an additional illustration, see Panoramic Map, page 368.)

Another stage of our journey brings us to ST. AUSTELL, in the

centre of the china-clay district, whence we proceed through **BURN-GULLOW** and **GRAMPOUND ROAD** to the city of

TRURO,

where passengers exchange carriages for *Falmouth*. Truro, a place of some antiquity, at the head of the picturesque Fal estuary, is now chiefly remarkable for St. Mary's Cathedral, a modern edifice in the Gothic style of the thirteenth century. Its first bishop was Dr. Edward White Benson, the present Archbishop of Canterbury. Here, too, is the Museum of the Royal Institute of Cornwall. Hotels—The "Red Lion" and the "Royal." (*Population*—11,131.) Within twelve miles of Truro our travellers may reach

FALMOUTH.

This lovely health resort and seaport, overlooking Falmouth Bay, is seated near to a most charming countryside watered by the estuary of the Fal. Falmouth is, without doubt, one of the few watering-places of England which can be very fairly compared with the South of Europe. Indeed, in many respects the advantage lies with this pretty Cornish sanatorium, where invalids may rely on a mild yet equable temperature. Here are the headquarters of the Royal Cornwall Yacht Club, extensive docks, and some commodious public buildings, including several churches, also the Hall of the Royal Cornwall Polytechnic Society. On the hillsides, which command fine views, are numerous attractive villas. Visitors may rely on good accommodation at the "Falmouth," the "Pendennis," the "Green Bank," and the "Royal" hotels. (*Population*—4,273.)

(For an additional illustration, see Panoramic Map, page 368.)



FALMOUTH HARBOUR.

Once more moving westward from Truro, we soon clear **CHACEWATER** and **SCORRIER**, then speed through **REDRUTH**, the capital of the tin-mining district. By **CARNBREA** and **CAMBORNE** we now approach **GWINEAR ROAD**,

where passengers can exchange for the branch services to **HELSTON**, a market town admirably situated as a centre for visits through the romantic Lizard District. Hotels—The “Angel” and the “Star.” A short run from Gwinear Road carries us by **HAYLE** to **ST. ERTH** whence trains run to

ST. IVES,

a picturesque, old-fashioned fishing town, overlooking a magnificent bay, which has been truly termed “one of the loveliest, not merely in Cornwall, but in England.” From the highest authorities we learn that “the climate of St. Ives is slightly more bracing and less humid than that of Penzance.” Excellent accommodation may be obtained at the “Tregenna Castle Hotel,” a singularly beautiful marine mansion, commanding delightful views, and situated within a park of one hundred acres, the property of the “*Great Western Railway*.” Again leaving **ST. ERTH**, we run to



THE ESPLANADE, PENZANCE.

(From a photograph by Messrs. *Valentin & Son*,
Durham.)

PENZANCE.

742 miles from Aberdeen *via* Perth, Stirling, Carlisle, Lancaster, Preston, Crewe, Shrewsbury, Hereford, and the Severn Tunnel. Penzance, the chief town of West Cornwall, combines all the advantages of a most attractive little seaport, watering-place, and residential centre. Its delightful situation and sunny aspect upon the southern slopes of Mount's Bay render Penzance a most desirable winter health resort. Indeed, we are assured upon the highest authority that a spot with an equally mild climate and so small a range of temperature is not to be found upon the continent of Europe. The coast and countryside abound with interest, and tourists here start for *Land's End*: or by a mail steamer they can reach the *Scilly Isles* within four hours. Hotels—The “Queen's,” the “Mount Bay,” the “Union,” the “Western,” and “*Perrow's Temperance Hotel*.” (Population—12,448.)



MAP
OF
ANGLO-AMERICAN ROUTES
FROM
QUEENSTOWN, LONDONDERRY, LIVERPOOL,
GLASGOW, AND EDINBURGH,
IN
DIRECT CONNECTION
WITH THE
EXPRESS SERVICES
OF THE
London and North Western Railway
FOR
CHESTER, KENILWORTH, OXFORD,
SHREWSBURY, COVENTRY, CAMBRIDGE,
LEAMINGTON, BIRMINGHAM, RUGBY,
WARWICK, NORTHAMPTON, HARROW,
BEDFORD,
STRATFORD-ON-AVON,
LONDON
(*Euston, Broad Street, Victoria*),
AND ALL PARTS OF
THE UNITED KINGDOM;
ALSO WITH
PARIS AND THE CONTINENT.



ALLAN LINE.

ROYAL MAIL STEAMERS.

THE SHORT ROUTE FROM GREAT
BRITAIN
TO CANADA, MANITOBA, THE
GREAT NORTH-WEST,
AND BRITISH COLUMBIA,



THE ALLAN ROYAL MAIL STEAMER "PARISIAN" LEAVING
LIVERPOOL.

AND TO ALL POINTS IN THE WESTERN STATES.

The splendid Steamers of the Allan Royal Mail Line

LEAVE LIVERPOOL EVERY WEEK FOR CANADA AND THE UNITED STATES,
and afford the best accommodation for all classes of passengers.

SPECIAL advantages are offered by the Allan Steamship Company to passengers bound to points in CANADA, the WESTERN STATES, and BRITISH COLUMBIA. At the landing-port the trains run alongside the steamers, and passengers can continue their journey West without the inconvenience, expense, and loss of time caused by transfer through the city. A Special Conductor accompanies all trains to attend to the wants of the passengers. Baggage is checked and sent forward by the same train as the passengers, thus avoiding all trouble. Settlers' effects are allowed to enter free of duty, and as the route is through British territory all the way, there is no Customs overhauling after leaving Quebec. Emigrants have sleeping-cars from Montreal, and such despatch and accommodation generally as they have never had before.

*Direct service from Glasgow and Londonderry to New York and Boston and Philadelphia.
Regular sailings from Glasgow and London to Quebec and Montreal throughout the season.*

OCEAN FARES—SALOON, 10 TO 18 GUINEAS.
INTERMEDIATE AND STEERAGE PASSAGES AT LOW RATES.

PAMPHLETS and further particulars can be obtained from J. & A. ALLAN, 25, Bothwell Street, Glasgow; JAMES SCOTT & CO., Queenstown; ALLAN BROTHERS & CO., 103, Leadenhall Street, London; Poyle Street, Londonderry; and JAMES STREET, LIVERPOOL.

For the Allan Line, see page 324.

ROYAL MAIL ROUTE FOR LIVERPOOL, THE UNITED STATES, AND CANADA.

LONDON, HARWICH, BIRMINGHAM, AND LIVERPOOL EXPRESSES.
 PLYMOUTH, BRISTOL, CARDIFF, AND LIVERPOOL EXPRESSES.
 NEWCASTLE, YORK, HULL, LEEDS, AND LIVERPOOL EXPRESSES.
 DUBLIN, NORTH WALES, CHESTER, AND LIVERPOOL EXPRESSES.
 EDINBURGH, GLASGOW, LAKE DISTRICT, AND LIVERPOOL EXPRESSES.
 LIVERPOOL, SOUTHPORT, AND ISLE OF MAN EXPRESSES.

SECTION VII.—LONDON (*Euston, Broad Street and Victoria*)
 WILLESDEN JUNCTION, OXFORD, CAMBRIDGE,
 NORTHAMPTON, BIRMINGHAM (*New Street*),
 PLYMOUTH, DARTMOUTH, TORQUAY, EXETER,
 TAUNTON, BRISTOL, CARDIFF, HEREFORD,
 SWANSEA, SHREWSBURY, NEWCASTLE-UPON-
 TYNE, YORK, HULL, LEEDS, HUDDERSFIELD,
 MANCHESTER, DUBLIN, HOLYHEAD, CHES-
 TER, ABERDEEN, INVERNESS, PERTH, DUNDEE,
 GLASGOW, AND EDINBURGH TO LIVERPOOL
 (*Line Street*) FOR THE OCEAN SERVICES TO NEW
 YORK, BOSTON, PORTLAND, HALIFAX, QUEBEC,
 AND MONTREAL; ALSO TO LIVERPOOL FOR
 SOUTHPORT AND THE ISLE OF MAN.

LIVERPOOL, the great shipping capital of Lancashire, which, according to the recent census, owns a population of 517,951 inhabitants, is approached from all parts of the United Kingdom by the fast and perfectly-appointed expresses of the "*London and North Western Railway*." The chief main-line services are from London, Birmingham, and the South of England, *via* Rugby, Stafford, and Crewe; from Weymouth, Plymouth, Dartmouth, Torquay, Exeter, Taunton, Bristol, and the West of England, *via* the Severn Tunnel; from Cardiff, Newport, Merthyr, and South Wales, *via* Hereford; from Swansea, Tenby, Carmarthen, Aberystwyth, and Central Wales, *via* Shrewsbury; from Newcastle-upon-Tyne, Sunderland, Hartlepool, Ripon, Harrogate, Scarborough, York, Hull, Leeds, Bradford, and Huddersfield, *via* Manchester; from Queenstown, Dublin, and North Wales, *via* Chester; and from Inverness, Aberdeen, Dundee, Perth, Stirling, Glasgow, Edinburgh, the English Lake District, and Lancaster, *via* Preston and Wigan. For the present we will confine our observations to the direct "*Royal Mail Route*," which connects the Metropolis

Birmingham, and the Midland Counties with Liverpool, thus providing the chief highway for travellers passing between the great cities of Europe and America. The through carriages which furnish the means of direct communication between London (*Euston*) and the favourite watering-place of Southport also run over the same main line as far as Edgehill. Amongst the more important Channel services sailing from Liverpool (*Princes Landing Stage*) are the "Royal Mail Steamers" for Douglas, the chief seaport and health resort in the Isle of Man.

TRAVELLING over the main line from LONDON (*Euston Station*), via RUGBY, STAFFORD, and CREWE as far as ACTON BRIDGE, we cross the Weaver, then, turning off to the left, we pass SUTTON WEAVER, run over the Warrington and Chester line, and in a few minutes come to RUNCORN, a small but ancient town situated on the south bank of the Mersey. Its population is engaged in soap and alkali works, shipbuilding, and the shipping interests of the port and docks. Runcorn Gap, a point at which the broad estuary of the Mersey is contracted by promontories to a width of 400 yards, is spanned by Runcorn Bridge, an imposing iron structure a little over two miles in length. It cost nearly half a million of money, but its construction shortened the distance to Liverpool by some nine miles. After crossing the Manchester Ship Canal by the first two piers of the bridge, we span the river, and speed onwards by DITTON JUNCTION to HALE BANK and SPEKE. We then pass on to ALLERTON for GARSTON, a shipping port at present in its infancy, but, having spacious docks, with a fair trade in coal and iron. From Allerton we continue our journey by MOSSLEY HILL and WAVERTREE to EDGE HILL—where passengers by certain trains can exchange for SOUTHPORT—and then run towards

LIVERPOOL,

Lime Street Station

(For Quebec, Montreal, Halifax, Portland, Boston, New York, Philadelphia, and Baltimore: also for the Isle of Man),

Fares from London—	1st, 28/-;	2nd, 21/0;	3rd, 16/6.	Return—1st, 58/-;	2nd, 43/6;	3rd, 33/-.
" " Birmingham—	" 15/-;	" 10/-;	" 7/6.	" " 26/-;	" 20/-;	" 15/-.
" " Bristol—	" 24/7;	" 20/5;	" 13/0.	" " 49/2;	" 40/-;	" 27/4.
" " Newcastle-on-T.—	" 25/5;	" 19/7;	" 13/4½.	" " 45/7;	" 35/3;	" 26/-.
" " Dublin—	" 22/-;	" 16/6;	" 7/6.	" " 36/6;	" 26/6;	" 12/-.
" " Glasgow	" 35/-;	" 23/3;	" 15/-.	" " 55/-;	" 38/9;	" 30/-.

201½ miles from Euston, 96½ from Birmingham, and 31½ from Manchester. To treat the rise, the progress, and the present position of lordly Liverpool within the limits of a few passing pages is confessedly a difficult, if not an impossible, task. It is somewhat remarkable that Liverpool, like two of its compeers—Glasgow and Dublin—has arisen from the rank of a fishing village to a



ARMS OF LIVERPOOL.

position of almost regal power over the ocean, now the highway for her ships with their cargoes of merchandise for and from every land and clime. Its earliest impetus towards a course of prosperity was given about the close of the seventeenth century (1699), when the "Old Dock" was constructed, near to the "Pool," now covered by the Custom House. The first vessel to enter it was the *Marlborough*,

which proved to be the precursor of some twenty thousand ships which now annually sail from or to the port of Liverpool. In 1738 the original dock was supplemented by another, the Salthouse, and these again by the George's, King's, Queen's, and Prince's Docks, the latter having been opened shortly after the commencement of the present era. In the meantime many and great changes had swept over the country. The canal system had brought several of the leading towns into communication with the waters of the Mersey; large imports of American cotton had become a necessity for the Manchester district; and trade had opened with Ireland, the West Indies, the United States, Canada, India, and China. In 1815, steam navigation was introduced upon the river, and local shipbuilding yards furnished another sequel of success. Fifteen years later saw railway traffic opened with Manchester, while another eight years placed both Birmingham and London in direct connection with Liverpool by means of what is now known as the "*London and North Western Railway*." Then the many commercial advances which had signalled each decade were supplemented by the emigration movement to America and the Colonies. This onward career of enterprise soon quickened to an express speed, bringing us to Liverpool of to-day—a city comprising many magnificent buildings, a population numbering more than half a million, and an influence which is felt throughout the navigable waters of the globe.

One of the wonders, not only of Liverpool, but of England, is the marvellous extent of the shipping interests connected with the Mersey. During a recent year, when the British produce sent from our shores attained the value of £135,000,000, we find that some £65,000,000 of this vast total were despatched from the port of Liverpool and £30,000,000 from London, leaving the remainder to be divided amongst the numerous ports connected with the sailing of outward-bound vessels. Few sights can be more surprising, or afford so correct an idea of the



THE PRINCES LANDING STAGE, LIVERPOOL.
(From a photograph by Messrs. J. Valentine and Son, Dundee.)

actual mercantile position of Liverpool as to travel by one of the electric cars that run over the "*Liverpool Overhead Railway*," which extends for some six and a half miles from the Herculæum to the Alexandria Dock. From this vantage-point we may view no fewer than forty-eight stone-built docks, with their quayage of twenty-two miles, frequently surrounded by ranges of sheds and capacious warehouses. Then, again, it is interesting to observe the localities of certain classes of goods; such, for instance, as the cotton warehouses at "Queen's," the huge tobacco stores at "King's," the deep granaries of the "Waterloo Corn," or the timber yards of the "Brunswick" and "Canada" Docks. And to complete our survey, we should notice the army of dock labourers, overseers, and managers engaged in the actual work of receiving and transmitting the importations of corn, cattle, meat, tea, coffee, sugar, spices, wine, spirits, and tobacco, with costly fabrics and other products from abroad, or in shipping the ceaseless stores of British industries which are despatched from the shores of the Mersey.

But to revert to the docks themselves, with their water area of over 333 acres, crowded with one continual forest-like mass of masts, and presenting an unparalleled assemblage of shipping belonging to countless nationalities. Foremost amongst the vessels here berthed are the far-famed Atlantic steam-ships belonging to the "*Cunard*," the "*White Star*," the "*American*," the "*National*," the "*Guion*," the "*Anchor*," and the "*Allan*" lines, mostly to be found in the "Alexandra" and "Langton" Docks; while in the "Morpeth" Dock are the splendid boats sailing in connection with the West Indies, Spain, Calcutta, China, and the Pacific. Ere passing from the river, we must not forget to mention the Princes Landing Stage, over 2,000 feet in length, the place of embarkation for the American and other steamers. This stage is supplied with refreshment and waiting-rooms, a letter-box, and an office for postal telegrams. At the lower end will be found the enquiry office of the "*London and North Western Railway*."

Amongst the numerous public buildings of Liverpool, we should notice the Municipal Offices in Dale Street, comprised within a massive classical building, which is surmounted by a lofty clock tower. Not far away is the Town Hall, a Grecian composition, with elaborate interior decorations. The noble pile of St. George's Hall, and the Assize Courts, distinguished by its imposing Corinthian exterior, comprises a magnificent saloon-room, superbly embellished with ornamental work in polished granite, porphyry, and other decorative stone work. Here, too, are marble niches filled with statues of such worthies as George Stephenson, Sir Robert Peel, Sir William Brown, the Earl of Derby, the Right Hon. W. E. Gladstone, Dr. McNettle, the Rev. Jonathan Brooke, and Joseph Mayer, F.S.A.,

who have been more or less closely identified with the welfare of Liverpool. The grand organ, designed by Dr. Wesley, and built by Willis, has 8,000 pipes, with 108 stops, and is at the north end of the hall, which accommodates 2,500 persons. The Crown and Nisi Prius Courts occupy the two adjoining blocks, and with their massive oak fittings and other appointments admirably harmonise with the general details of the building. Upon the front approach is a statue to the Earl of Beaconsfield, and on either side are respectively a bronze equestrian statue of Her Majesty the Queen and the late Prince Consort; also a monument to General Earle, a native of Liverpool, who was killed in the Soudan. The Wellington column is to the north of the Hall, and consists of a fine Doric memorial supporting a colossal statue of the Iron Duke. In Victoria Street the new Law Courts are noteworthy for their imposing elevation, and most complete as regards their internal arrangements.

Reverting to the haunts of commerce, we proceed through many of the leading and busy thoroughfares—Bold Street, Dale Street, Water Street, Strand Street, Church Street, and Lord Street, forming some of the principal avenues of traffic, and mostly converging towards the source of Liverpool's prosperity, namely, the Docks, of which the grand range of the Custom House and Revenue Buildings may justly claim to be the centre. This extensive Doric structure forms the headquarters for Her Majesty's Customs, the "Mersey Dock and Harbour Board," and the General Post Office, which has its public entrance in Canning Place. Close to the Town Hall are the Exchange Buildings, the chief resort of Liverpool's merchant-princes, and the seat of the Chamber of Commerce and Underwriters' Association. These buildings are of elegant design, and extend over an area of nearly two acres. Their interior walls and columnar supports present an attractive combination of stone and coloured marbles, while the floorings are composed of inlaid ornamental woods. Adjoining is the quadrangular space known as the "Flags," where stands a bronze memorial to Nelson, designed by Wyatt, and executed by Westmacott. The Corn Exchange, where markets are held every Tuesday and Friday, is in Brunswick Street.

But if Liverpool excels in any marked particular, it is in the possession of libraries, reading-rooms, and general educational advantages. The Free Public Library and Museum is of palatial proportions, and owes a vast amount of its success to the princely munificence of the late Sir William Brown. The interior contains a library, a class-room, a lecture-room, and a museum of surpassing interest, the original collections having been formed and presented to the city by the late Earl of Derby and Mr. Joseph Mayer, F.S.A. In the same category is the fine Picton Reading Room. The Athenæum, founded in 1799; the Lyceum, which followed in 1802; and

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FOLKESTONE BEACH.

the Royal Institution are all literary and scientific bodies of light and learning, while the Young Men's Christian Association at Mount Pleasant combines with the advantages of a good literary association the work of a religious agency.

Liverpool people have always possessed a high reputation for their liberality in music and the fine arts, and no more forcible evidence of this could be given than the handsome edifice presented by the late Sir A. B. Walker, and known as the Walker Art Gallery, with statuary and decorative sculpture, including a fine series of panels in basso-relievo. The interior appointments embrace two noble halls, richly embellished, and communicating with well lighted galleries and elegant apartments. The Gallery of Art in Colquitt Street should also be named as possessing some good pictures and a collection of casts. Referring to the numerous assembly rooms, the Philharmonic Hall is remarkably well-designed in the Italian style, and affords space for 3,000 persons.

The rapid growth in the number of churches and schools has been one of the most remarkable features of Liverpool's later days. At the commencement of the century it had but a very few places of public worship, but at present the Church of England and various denominations own considerably over one hundred elegant and comfortable structures. Of churches, while their number precludes a specific notice, we may remark that the original benefice and oldest building is that of St. Nicholas, although the fine modern Church of St. Peter's ranks as the cathedral for the diocese of Liverpool. Turning to places of education, the magnificent Gothic pile belonging to Liverpool College, in its upper, middle, and lower schools, embraces three distinct bodies, each providing a liberal and complete education for differing classes and requirements. The Royal Institution School also affords some scholarships, and the School of Art in Mount Street offers every facility for artistic culture. The newly-incorporated Royal Liverpool University will occupy a commanding position, both as regards its buildings and their connection with ancient and modern learning.

In the suburbs are the Botanic Gardens, Sefton Park, Stanley Park, Shiel Park, Newsham Park, Wavertree Park, and the comparatively private ground of Prince's Park, each contributing its own charming quota of verdant beauty. The banks of the Mersey also command wide views over the river, with its shipping, toward the distant lighthouses of Formby Point and the Black Rock.

Probably the principal feature connected with the vast shipping interests of Liverpool is the annually increasing passenger traffic to and from the United Kingdom and America, which has been greatly fostered by the "*London and North Western Railway*"



THE LONDON AND NORTH WESTERN LIME STREET STATION HOTEL, LIVERPOOL.

Its headquarters for passenger traffic are at *Lime Street Station*. Here we may notice the remarkably fine frontage of the "*London and North Western Hotel*," and the excellent nature of its interior arrangements. This centrally-situated and most luxuriously furnished house provides the acme of comfort and convenience for the numerous British and American visitors who make it their home during an extended stay in Liverpool. The railway station is an immense building, containing four arrival and four departure platforms, which are separated by a paved carriage approach. On the general platform are a pillar letter-box, a bookstall, and refreshment-rooms, while the telegraph office is on the No. 1 departure platform. The services which emanate from Liverpool include the popular expresses for Manchester (*Exchange Station*), Huddersfield, Halifax, Bradford, Leeds, Hull, York, and Newcastle-upon-Tyne, that travel *via* EARLESTON. They will be found more fully described in Section IX. (pages 251 to 268). The low level services to Manchester (*London Road Station*) run over the main line to London as far as DITTON JUNCTION, where they diverge eastwards *via* WIDNES, FIDDLERS FERRY, PENKETH and SANKEY BRIDGE to WARRINGTON. From this point they proceed through ABPLEY, LATCHFORD, THELWALL, LYMM and HEATLEY, WARBURTON, and DUNHAM MASSEY to BROADHEATH and ALTRINCHAM; whence by way of TIMPERLEY, BROOKLANDS, SALE, ASHTON-ON-MERSEY, STRET福德, OLD TRAFFORD, KNOT MILL, DEANS-GATE, and OXFORD ROAD, they approach MANCHESTER (*London Road*). Over the Bootle and Alexandra Dock Branch trains run *via* EDGE HILL, EDGE LANE, STANLEY, TUE BROOK, BEECK ROAD, WALTON, and SPELLOW to CANADA DOCK, and *via* BALLIOL ROAD to ALEXANDRA DOCK. Expresses travel *via* ST. HELEN'S, GARSWOOD, and BRYNN to WIGAN for the North, also for Chorley and Blackburn. The Runcorn, Frodsham, and Chester services proceed over the main London line until reaching RUNCORN; they then diverge to the right through FRODSHAM to HELSBY—where a branch communicates by INCE, ELLESMERE ROAD, and SUTTON with HOOTON—and through DUNHAM HILL reach CHESTER, whence are connections for North Wales and Ireland *via* Holyhead; also for Shrewsbury, Aberystwyth, Swansea, Carmarthen, Tenby, and South Wales. Through carriages for Newport and Cardiff are attached to certain trains. The daily traffic includes nearly three hundred trains, the principal services being the twelve Euston expresses, and the Manchester expresses, which are despatched hourly, arriving within forty-five minutes at the *Exchange Station*, Manchester. There are also through trains for the Lake District and Scotland *via* Wigan, and *via* Stockport for Buxton; while by means of the

"North to West Expresses" passengers may travel to Bristol, where connections can be made with the West of England services of the "*Great Western Railway*," and with the trains to Weymouth for the Channel Islands. Through carriages run to Taunton, Exeter, Torquay, and Dartmouth; also to Plymouth for Newquay, Falmouth, and Penzance. The fine mail boats of the "*Isle of Man Steam Packet Company*" sail each weekday for DOUGLAS, from the *Princes Landing Stage*, whence the commodious express steamers of the "*Belfast Steamship Company*" also depart for BELFAST (*Donegal Quay*). Through passengers are provided with free omnibus conveyance between the *Landing Stage* and *Lime Street Station*.

Amongst the leading hotels of Liverpool are the "*Lime Street Station Hotel*" (the property of the *London and North Western Railway*), the "*Compton*," the "*Grand*," the "*Imperial*," the "*Alexandra*," the "*Angel*," and Lawrence's Temperance Hotel; also the "*Shaftesbury*," a superior temperance hotel, quietly situated at Mount Pleasant. (*Population*—517,951.)

Daily Press—*Journal of Commerce*, *Liverpool Daily Courier*, *Liverpool Daily Post*, *Liverpool Echo*, *Liverpool Evening Express*, *Liverpool Evening Times*, *Liverpool Mercury*, *Liverpool Shipping Telegraph*, *Liverpool Citizen*. Weekly—*Liverpool Courier*, *Liverpool Mercury*, *Liverpool Review*, *Liverpool Star*, *Liverpool Post*.

(For additional illustrations of Liverpool, see Supplementary Pictorial Pages.)

STEAMER AND RAILWAY SERVICES BETWEEN EUROPE AND AMERICA.



WING to the admirable series of express services afforded by the "*Royal Mail West Coast Route*" between England and Scotland; its intimate connections with the "*Royal Mail Route*" *via* Chester and Holyhead for Dublin, Queenstown, Belfast, Londonderry, and all parts of Ireland; and its frequent communications between Liverpool and the Metropolis, the "*London and North Western Railway*" has become alike popular with American tourists who are visiting "the Old Country" for the first time or those who may be leaving its shores after an extended tour throughout Europe. It is obvious that visitors who avail themselves of the "*London and North Western*" roads are at once placed in a position to reach all the chief spots which may offer attractions to lovers of English antiquities, or those busy manufacturing centres that have the world for their mart. Thus the quaint rows and grey walls of Chester; the old-world streets of Shrewsbury; the little market town of Stratford-on-Avon, enshrouded amidst the pretty pastoral scenery of rural Warwickshire, so dear to devotees of William Shakespeare, or to those of its nineteenth-century prophet, George Eliot; substantial Bedford, redolent with

memories of worthy John Bunyan ; Oxford and Cambridge, crowned with the interests of hoary centuries ; Edinburgh, " the modern Athens ; " and the stately cathedrals of Chester, Lichfield, Hereford, St. Albans, York, Ripon, and Durham, are all quickly brought within the ken of those travellers who take their departure from the *Lime Street Station*, Liverpool. With equal facility can they approach Manchester, the huge capital of the cotton industry ; Huddersfield, Halifax, Bradford, and Leeds, which are absorbed in the rival claims of wool ; Newcastle-upon-Tyne, the chief city of the Northumbrian coalfield ; Hull, the great port for Norway, Sweden, and the Baltic ; Glasgow, the shipping metropolis of the Clyde ; Stoke-upon-Trent and its potteries ; Birmingham, the throbbing heart of the Midlands, wherein the metal industries reign supreme ; Bristol, the maritime capital of the West ; and, above all, the mighty world of London. Others who desire to cross England *en route* to Paris, Brussels, and the Continent, may either travel to Willesden Junction or Euston for the southern railway systems of England ; or they can, by exchanging trains at Rugby, proceed *via* the cathedral cities of Peterborough and Ely to the port of Harwich for Antwerp or Rotterdam. To complete our brief summary of the special facilities which the "*London and North Western*" Directorate desire to courteously place at the disposal of their American patrons, we should add that every information and assistance may be obtained on application to Mr. G. P. Neele, Superintendent of the Line, and Mr. E. Michel, the Continental and Foreign Superintendent, at *Euston Station*, London ; Mr. J. Shaw, *Lime Street Station*, Liverpool ; Mr. W. G. Skipworth, *North Wall Station*, Dublin ; Mr. C. A. Barattoni, 852, Broadway, New York ; and Mr. D. Battersby, 174, St. James Street, Montreal. Those



THE LIBERTY STATUE, NEW YORK.

passengers who land at Queenstown may communicate with the Company's representative, Mr. W. Stirling, and at Liverpool with Mr. F. W. Thompson.

Referring to the outward Atlantic services for the Dominion of Canada, the "Royal Mail" steamers of the "*Allan Line*" are appointed to sail every Thursday for QUEBEC and MONTREAL. During the winter months these vessels take a more southerly course towards HALIFAX and PORTLAND. Amongst the chief steamships of this popular fleet are the favourite "*Parisian*" and the well-known "*Sarmatian*." Every information concerning the "*Allan Line*" can be had of Messrs. Allan Brothers, 19, James Street, Liverpool. The "*Dominion Line*" also affords regular first-class passenger services between Europe and North America. Its excellent boats sail weekly on Thursday from the port of Liverpool, the principal fast steamers being the "*Vancouver*" and the "*Labrador*." Their summer ports are QUEBEC and MONTREAL, but in winter their destinations are HALIFAX and PORTLAND. Further particulars of the "*Dominion Line*" may be obtained on application to Messrs. Flinn, Main, and Montgomery, 24, James Street, Liverpool. The comfortable boats of the "*Beaver Line*" also depart from Liverpool.

The Anglo-American shipping world has recently been agitated by a prolonged discussion upon the relative merits of Liverpool and Southampton as British ports of embarkation or debarkation for and from New York. Intimately connected with this subject has been the recognition of Queenstown as the chief American mail station. From an able statement which appeared in *The Times* for the 13th of November, 1893, we learn that the time occupied by the passages of certain British or American steamers is very evenly balanced, but the writer goes on to remark—"If, however, the comparison be made between the newer British ships there is 10 hours and 50 minutes advantage in favour of the Queenstown route outwards, and 16 hours 32 minutes homewards. This disposes of the question so far as the mails are concerned, though it may be objected that passengers would not like the long journey by rail to and from Queenstown; but if that be granted, and the passengers embark and disembark by the latest British steamers at Liverpool, the saving in time homewards would only be reduced by an hour and thirty minutes; and that outwards, taking the usual hour passengers have left London—say 11.30 A.M., instead of with the mails at 8.20 P.M.—would still give an advantage of two hours as an average of the British ships' runs going *via* Liverpool than by the American steamers from Southampton." Seeing that the "*Campania*," the "*Lucania*," the "*Majestic*," and the "*Teutonic*" are four of the most magnificent steamships at present afloat upon the Atlantic, that their passengers can avail themselves of the special mail expresses from and to *Euston*, and that the swift Channel passages between Holyhead and Kingstown are capable of still greater acceleration, it is evident that these ocean liners are fully able to maintain their prestige for providing the most rapid routes between Europe and America.

The "*Cunard Steamship Company*" is the oldest line upon the Atlantic,

and affords two weekly sailings from Liverpool for New York besides a Boston service on the Thursday. Special trains run from *Euston Station* in connection with their Saturday services. The "*Cunard Line*" has annually carried upwards of 110,000 passengers while steaming over a million miles of ocean, and has not lost the life of a single passenger. Its two latest vessels, the "*Campania*" and the "*Lucania*," are of the largest tonnage and greatest horse-power of any steamers in the world, and they have made it possible to cross the Atlantic within a few minutes of five and a half days.

A leading position should also be assigned to the well-known "*White Star Line*," whose noble steamships share with the Cunarders in assuring the safety, comfort, and speed of Atlantic passages. It would be difficult to imagine any finer specimens of marine architecture than the two magnificent screw-steamers the "*Majestic*" and the "*Tentonic*," which are unsurpassed for their commodious accommodation and luxurious appointments, while their reputation for rapid and regular passages is amongst the standard records of ocean travel. Their weekly sailings for New York take place on Wednesdays in connection with the arrival of special expresses from *Euston Station*.

Although the "*American Line*" has removed the English headquarters of its larger vessels from Liverpool to Southampton, this latter port is, *via Euston Station and Waterloo*, placed in direct connection with all parts of the "*London and North Western Railway*." Indeed, our notices of the chief water services between the United Kingdom and the United States would be decidedly incomplete were we to omit to mention those splendidly-appointed and swift boats the "*New York*" and the "*Paris*" as two of the largest steamers that sail between the Eastern and the Western continents. Amongst other sailings from Liverpool we should add those of the "*Guion*" steamships for New York, and the "*American*" boats for PHILADELPHIA.

Closely associated with the mail steamship services from Liverpool to New York, Boston, Portland, Halifax, Montreal, and Quebec, are those great trunk railways of the North American continent which, extending from east to west, furnish the means of communication between the Atlantic and the Pacific seaboard. The systems thus demanding our attention are six in number, two of these traversing the Dominion of Canada, while the four lines that emanate from New York stretch across the eastern and central divisions of the United States towards Chicago for the West and the South.

Chief of these international railroads is the "*Canadian Pacific Railway*," possessing a continuous main line from Quebec to Vancouver of 3,072 miles, which is constructed throughout upon British territory. This Imperial highway affords an "*Overland Mail Route*" between the United Kingdom and Asia. Since the construction of three first-class armed cruisers—the "*Empress of India*," the "*Empress of China*," and the "*Empress of Japan*"—for the Pacific service, the English Post Office has sanctioned the despatch of a monthly mail from LONDON—*via Quebec* in summer and *via Halifax* in winter—and Vancouver to Japan and China, thus placing LIVERPOOL

within twenty-one days of YOKOHAMA and thirty days of HONG KONG. Further particulars of this unique and delightful journey may be gleaned from the "*New Highway to the Orient*" and "*Westward to the Far East*," two readable and reliable pamphlets which can be obtained at all the offices of the "*Canadian Pacific Railway*." The new passenger steamships now running in connection with the Canadian-Australian line are the largest, fastest, and finest vessels steaming between the American continent and Australia. Their monthly sailings afford direct communication with Victoria, Honolulu, Suva, and Sydney. The same "*Transcontinental Rail Route*" has likewise placed the whole of the vast Dominion of Canada, embracing some 3,446,690 square miles of picturesque mountains, rivers, and prairies, within easy reach of *Quebec, Montreal, Halifax, Portland, Boston, or New York*. Travelling between MONTREAL and VANCOUVER occupies little more than five days, and every comfort is provided in the luxurious through sleeping-cars and palatial dining-saloons that are attached to the west- or east-bound expresses. Some charming hotels have been erected on picturesque sites at *Quebec, Banff, Field, Glacier House, North Bend, and Vancouver*, to accommodate those tourists who may wish either to pause in the heart of the majestic Rocky Mountains or on the snow-clad Selkirks, while further westward they can leisurely enjoy the scenery of the Fraser River, or make an extended exploration throughout the district of British Columbia. At *Sudbury*, 443 miles from the eastern terminus, transcontinental passengers who leave Montreal by the "*Soo Train*" on Sundays, Wednesdays, and Fridays, diverge from the main route and travel *via* the north shore of Lake Huron to *Sault Ste. Marie*. Here during the summer months of navigation they can embark on one of the Company's fine Clyde-built steamers that sail over Lake Superior towards *Port Arthur* or *Fort William*, where, without having lost time, they may join the train for *Vancouver*.

Several other important express services are conducted by the "*Canadian Pacific*," and amongst these are those that diverge from *Sault Ste. Marie*, where the "*Soo Express*" is divided into two portions. One of these, crossing the Straits between Lake Huron and Lake Superior, enters Wisconsin, and over the metals of the "*Duluth, South Shore and Atlantic Railway*" travels to *Duluth*, a rapidly-growing town on the southern shore of Lake Superior; while the second train, running over the "*Minneapolis, St. Paul and Sault Ste. Marie Railway*," approaches the cities of *St. Paul* and *Minneapolis*, and thence speeding across Minnesota and North Dakota reaches *Bismarck*, one of the chief grain-growing centres of the North-West States. Another direct main route of the "*Canadian Pacific*" extends through South Ontario to *Toronto*, 314 miles from Montreal. *Owen Sound*, 122 miles distant, is the terminus of a branch line that affords connections with the Company's steamers that during the summer months perform a passage of 522 miles across Lake Huron and Lake Superior, thus permitting passengers from the United States and

* Canada to join the "*Transcontinental Rail Route*" at *Fort William*.

The southern line from Toronto continues its course through *London* and *Chatham* to the city of *Detroit*, and thence either via the "*Michigan Central*" or via the "*Wabash*" tracks the expresses speed onwards to CHICAGO. Every information relating to the "*Canadian Pacific*" will be furnished by its European Traffic Agent, Mr. Archer Baker, 67 and 68, King William Street, London, E.C. (For illustrations of the "*Canadian Pacific Railway*," see Map, page 312, also Supplementary Pictorial Pages 418 and 419.)

The well-known "*Grand Trunk Railway of Canada*" has been aptly termed "*The Direct International Route to all Parts of Canada and the United States*." Since 1853, when its first section of line was opened from Portland to Montreal, the "*Grand Trunk*" system has gradually spread over a vast territory, until the metal roads in Canada and the United States which are owned or controlled by the Company now comprise 4,920 miles. *Quebec* on the St. Lawrence, *Portland* (Maine) on the Atlantic seaboard, *Halifax* on the southern shore of Nova Scotia, *Boston* in the State of Massachusetts, and *New York*, are the five chief ports from which passengers approach Montreal or Niagara Falls for the "*Grand Trunk*" expresses that speed through the Province of Ontario and the State of Michigan to Chicago. The White Mountains, the Thousand Islands of the St. Lawrence, the Great Lakes, and other tourist resorts that passengers may visit *en route*, are graphically described in "*Pen and Sunlight Sketches*," an attractive publication which may be obtained of the principal agents to the "*Grand Trunk Railway*."

Chief amongst the express services of the "*Grand Trunk*" system are those which travel over the "*Anglo-Canadian Route*" to Chicago. These well-appointed expresses, comprising superior parlour-cars and dining-saloons, also Pullman palace sleeping-cars, start from *Quebec*, and at *Richmond* connect with trains from the terminus at *Portland*. Then, travelling westwards, they presently pass through the celebrated Victoria Bridge, a tubular structure 9,184 feet in length, which spans the St. Lawrence at a level of sixty feet above the stream, and enter MONTREAL, where passengers for Ottawa exchange carriages. The *Bonaventure Station* is also used by the "*Central Vermont*," "*Delaware and Hudson*," "*Intercolonial*," "*Canadian Atlantic*," and the "*New York Central*" systems, so that the "*Grand Trunk*" here receives passengers from *New York*, *Boston*, and the New England States. The "*Anglo-Canadian Express*," after skirting the St. Lawrence to *Kingston*, runs by the north shore of Lake Ontario towards TORONTO (*Union Station*), *Guelph*, *Stratford*, and *Sarnia*. At this point the trunk line is joined by passengers who have travelled from *New York* or *Boston* by one of the routes that permit them to cross the Suspension Bridge which, at the height of 256 feet above the water, has a span of 1,230 feet across the majestic *Niagara Falls*, ere their trains speed via *Hamilton* and *London* to *Sarnia*. One of the greatest achievements of modern engineering is the St. Clair Tunnel. It pierces the deposit of blue clay that lies far beneath the bed of the St. Clair River, having its eastern end at *Sarnia* in Ontario and its western

extremity at Port Huron in Michigan. The tubular iron tunnel (6,025 feet) and its approaches have a total length of 11,628 feet. 2,290 feet of this distance being directly under the great river that furnishes a course for the waters of the Great Lakes on their passage to the sea. Through this deep subway, "a link that binds two great nations," rush the "*Grand Trunk*" expresses ere at *Port Huron* they run on to the metals of the "*Chicago and Grand Trunk Railway*." It supplies the track by which through *Durand*—where passengers can exchange trains for *Grand Haven* and *Milwaukee*—and *Battle Creek* they can rapidly approach their terminus at CHICAGO (*Dearborn Station*), which owns direct communication with *St. Louis* and *San Francisco* on the coast of the Pacific. Passengers can also travel over the "*Grand Trunk*" system from *Montreal via Toronto* to the city of *DETROIT*, or from *Boston* and *New York* they may reach the same destination *via the Niagara Falls and Hamilton*. Information relating to the "*Grand Trunk*" system will be furnished by its European Traffic Agent, Mr. Robert Quinn, 22, Water Street, Liverpool; also at 36, Leadenhall Street, London. (*For illustrations of the "Grand Trunk Railway," see Supplementary Pictorial Pages 421 and 422.*)

By universal consent the great traffic corporations respectively known as the "*Pennsylvania Railroad*" and the "*New York Central and Hudson River Railroad*" are recognised as the two chief trunk lines of the United States. Excellent through roads are likewise supplied by the "*New York, Lake Erie and Western*" system and that of the "*Baltimore and Ohio Railroad*." Beyond these four direct trunk routes from *New York* to *Chicago*, there are several independent systems, mostly emanating from *New York*, which at their terminal points avail themselves of connections with some section of the previously-named main lines that lead to the metropolis of *Illinois*. Perhaps the more noteworthy of these minor routes are the "*West Shore*" and "*New York, Chicago and St. Louis*," controlled by the "*New York Central*," the "*Delaware, Lackawanna and Western*," and the "*Lehigh Valley Railroad*." Passengers landing at *Boston* can avail themselves of the through *Chicago* expresses provided by the "*Grand Trunk Railway of Canada*," or they may travel over the "*Boston and Albany*" track in through cars of the "*New York Central Railroad*," either of these routes permitting the journey to be taken *via Niagara Falls*. A third service from *Boston* is afforded by the "*Pitchburg Railroad*," known as the "*Hoosac Tunnel Route*," which effects a junction at *Troy* with the "*West Shore Railroad*" for *Buffalo* and the west; while further westwards, at *Binghampton*, by means of the "*Delaware and Hudson*" line, it transfers its cars to the main line of the "*Erie Railways*," extending direct to *Chicago*.

Whether judged from the standpoint of its sound financial principles, extensive territory, well-laid track, and superior rolling-stock, or by the efficient conduct of its immense passenger and freight traffic, the "*Pennsylvania Railroad*" manifestly substantiates its claim to be "*the Standard Line*" of the United States. This popular Company, with its associated systems,

the "*Pennsylvania Lines*," that extend west of Pittsburgh, controls 7,950 miles of railway, and annually conveys nearly 90,000,000 of passengers, also 130,000,000 tons of freight. The headquarters of this gigantic system are at PHILADELPHIA, but two of its more important eastern termini are at NEW YORK and WASHINGTON, the beautiful capital of the American Republic. Its vast traffic between the east and the west mostly concentrates at Pittsburgh, the renowned metropolis of iron, coal, petroleum, and natural gas. Westward through Pittsburgh flow the manufactures of *Boston, New York, Newark, Trenton, Philadelphia, Baltimore*, and other mercantile centres of the Union, while the returning eastward tides of traffic bear to the seaports of the Atlantic the corn, cattle, cotton, rice, tobacco, and other fruits of the south, the west, and the north, that are gathered at *Cincinnati, Louisville, Vincennes, St. Louis, Chicago, Fort Wayne, Toledo, Cleveland, Ashtabala, and Erie*. Beyond its intimate association with twelve of the principal States, the "*Pennsylvania*," at Washington, Cincinnati, Louisville, St. Louis, and Chicago, owns the closest connection with the railway systems that gravitate towards the Gulf of Mexico or the shores of the Pacific.

The passenger services of the "*Pennsylvania*" are conducted upon the most liberal principles, and as a result its expresses between New York, Philadelphia, Washington, and Chicago, appear to have attained the acme of luxurious comfort. These trains include the famous "*Pennsylvania Limited*," the "*Columbian Express*," the "*Western Express*," and the "*Pacific Express*." Although each of these services is remarkable for the beauty and perfection of its appointments, perhaps the first-named, the "*Pennsylvania Limited*," best typifies the highest character of American enterprise. This palatial train comprises magnificently-fitted vestibule, drawing-room, and state-room sleeping-saloons, with dining, observation, library, and smoking cars. Amongst the unique features of this superb express, which is heated by steam and illuminated by electricity, are bath-rooms for ladies and gentlemen, lavatories supplied with hot and cold water, and a barber's shop; while, in addition to the general service of the cars, uniformed waiting-maids attend on the ladies, and gentlemen have at their command a stenographer and typewriter. The New York and Philadelphia Stock Exchange and weather reports are received by telegraph, and are posted on the bulletin boards three times daily. Passengers from New York join the "*Pennsylvania*" expresses at *Desbrosses Street* or *Cortlandt Street* stations. The limitations of space preclude a detailed description of the singularly picturesque route that lies between New York and Chicago; but it may be mentioned that it extends to the famous city of *Philadelphia*, and *via Lancaster* and *Altoona* passes through the peerless mountain scenery of the Alleghanies, which culminates in that matchless example of skilful engineering, the celebrated Horse Shoe Curve. Then by the beautiful Connemaugh Valley it extends to PITTSBURG, whence through the wide levels of Ohio and by *Fort Wayne*, a city of Indiana, it reaches the great city of CHICAGO (*Union Depot*), that dominates the shores

of Lake Michigan. An alternative route *via* the busy seaport of BALTIMORE permits passengers to pause at the ever-attractive city of WASHINGTON. Here they can make excellent connections for the South by joining the "*Atlantic Coast Line*" and the "*Richmond and Danville*" railroads for Florida, Charleston, Savannah, Atlanta, New Orleans, and Texas. From Washington travellers over the "*Pennsylvania*" systems to Chicago travel to their destination *via Harrisburg*. The "*Pennsylvania Railroad*" issues several attractive handbooks, which can be obtained of its General European Passenger Agent, Mr. Jas. L. Taylor, 18, Cockspur Street, London, W.C.; also at 19, Water Street, Liverpool. (*For illustrations of the "Pennsylvania Railroad," see Plan of Chester, page 212.*)

By reason of its intimate connections with the railways of the Central and the Western States, and also owing to its high character for admirable accommodation, speed, and punctuality, the "*New York Central and Hudson River*" system has been termed "*America's greatest railroad.*" The nucleus of this national highway, the "*New York Central*," alone covers some 2,096 miles of track, while the various systems between Boston, New York, Chicago, and St. Louis, that are identified with its interests and traffic, afford an additional 6,281 miles of well-laid permanent way. As a natural result it owns direct and frequent communication with the chief cities of the States of New York, Pennsylvania, Ohio, Indiana, Michigan, and Illinois; also with the railways that traverse the States of New England and the Provinces of South Canada. Thus main lines from NEW YORK and BOSTON, the two chief seaports of the Atlantic traffic, converge towards Troy and the State capital of Albany. Farther on, the roads of the "*Rome, Watertown and Ogdensburg*" system bear away northward towards the Thousand Islands of the St. Lawrence and the city of Montreal, and still farther westward the trunk route leads by Syracuse and Rochester to BUFFALO, on the eastern shore of Lake Erie. At Buffalo passengers wishing to travel *via* the Niagara Falls diverge for the route of the "*Michigan Central Railroad*," which extends towards Detroit, Jackson, Kalamazoo, and CHICAGO (*Illinois Central Depot*). From Buffalo the trunk road is furnished by the track of the "*Lake Shore and Michigan Southern Railway*," that skirts the southern shore of Lake Erie en route to Cleveland, whence the lines of the "*Cleveland, Cincinnati, Chicago, and St. Louis Railroad*," the well-known and highly efficient "*Big Four Route*," provide roads to COLUMBUS, CINCINNATI, INDIANAPOLIS, and St. Louis. The main westward track leads through Toledo and across the States of Ohio and Indiana to the city of CHICAGO (*Lake Shore Depot*).

Amongst the noteworthy expresses to Buffalo and Chicago that emanate from the *Grand Central Station* at New York some of the chief are the "*Empire State Express*," the celebrated "*New York and Chicago Limited*," the "*North Shore Limited*," and the "*South-Western Limited*," for Cincinnati, Indianapolis, and St. Louis; also the wonderful twenty-hours' train known as the "*Exposition Flyer*;" which five fast trains comprise the

popular "Limited" services of the "*New York Central*." These superbly-equipped expresses are made up of elaborately-furnished vestibule Wagner palace-cars, private compartment and other sleeping-cars, and handsome saloons set apart for travelling smoking-rooms and a library. The lavatories, bath-rooms, and barber's shop are provided with hot and cold water, and, like the other portions of the trains, are well heated and lighted by electricity. Some of the most attractive scenic points on the journey from the east to Chicago are gained on the beautiful banks of the Hudson, in the exquisite recesses of the Mohawk Valley, the majestic falls of Niagara, and on the shores of Lake Erie. Numerous pamphlets issued by the "*New York Central and Hudson River Railroad*" can be obtained of its European Traffic Agents, Messrs. Meadows and Company, 21, Water Street, Liverpool.

The track owned by the "*New York, Lake Erie and Western Railroad*," popularly known as the "*Erie Lines*," probably affords one of the most picturesque routes by which passengers can travel from the east to the west. Its permanent way, some 2,074 miles in length, is spread over the States of New York, Pennsylvania, Ohio, and Indiana. Its solid vestibuled expresses of parlour, dining, sleeping, and smoking cars start daily from *New York* (*Chambers and West Twenty-third Streets stations*) and from *Boston* (*Fitchburg Railway*). The *New York* section runs by *Lackawaxen* and the Upper Delaware to *Binghampton*, the point where the *Boston* route coalesces with the main line. By the Upper Susquehanna the train proceeds to *Elmira*, and after passing this station leaves a road diverging in a north-westerly direction towards the *Niagara Falls*, where it effects connections with the "*Grand Trunk*" route to *CHICAGO* via *Port Huron*. The main track of the "*Erie*" extends through *Salamanca*, *Jamestown*, and the exquisite scenery of the *Chautauqua Lake District* to *Leavittsburg* for the branch to *CLEVELAND*, and via *Manassfield* to *Marion* for the line to *CINCINNATI* and *ST. LOUIS*, ere it stretches across the prairies of the west to *CHICAGO* (*State Street Depot*). Every information relating to the "*Erie Lines*" can be obtained of its European Agents, Messrs. G. H. Fletcher and Co., Mersey Chambers, Old Churchyard, Liverpool. (For illustrations of the "*New York, Lake Erie and Western Railroad*," see Supplementary Pictorial Pages 422 and 423.)

Another favourite trunk route between *New York*, *Chicago*, and *St. Louis* is supplied by the "*Baltimore and Ohio Railroad*," a system comprising some 3,313 miles of track mostly spreading over the prosperous States of Maryland, Pennsylvania, Ohio, Indiana, and Illinois. Owing to its intimate connections with the "*Philadelphia and Reading*" system, it possesses an eastern terminus in *New York*, while its western lines extend through *Indiana*, *Louisville*, and *Chicago*, also through *Illinois* to *St. Louis*. After leaving *NEW YORK* (*Liberty Street Station, North River*) the "*Chicago, Cincinnati and St. Louis Limited*"—a handsomely-appointed train of Pullman parlour, dining, sleeping, and smoking cars—passes by *Newark* and *Trenton*, the chief cities of *New Jersey*, to *PHILADELPHIA*; and thence over what is familiarly known as the "*Royal*

Blue Line” runs to the city of WASHINGTON. Its westward track skirts the Potomac, and across the romantic mountain scenery of the Alleghanies leads to Cumberland and Grafton, whence the southern main line *via Parkersburg* leads to CINCINNATI, and thence westward to LOUISVILLE and ST. LOUIS. Two trunk routes are available between Cumberland and Chicago Junction. One of these, the “*Pittsburg and Western Route*,” bears away in a north-westerly direction through PITTSBURG, Warren, and Akron to Chicago Junction; while the original main line reaches the same destination *via Grafton, Wheeling, and Newark*. From Chicago Junction a run of some four and a half hours brings the express to CHICAGO (*Grand Central Station*).

CHICAGO, the magnificent western metropolis of the United States, is the chief railway centre of America. Towards this wonderful city of the famous World's Fair, which was visited by some 21,000,000 persons, converge the national trunk lines from the Atlantic and the Pacific sea-boards, also those from the Gulf of Mexico and the Dominion of Canada. From its colossal union depôts depart the trains of thirty-five traffic corporations, whose iron highways, radiating throughout the forty-eight States and Territories that comprise the Union, bind together the seaports, the cities, the towns, and the villages of the great American Republic. While all parts of the States are easily approached from the shores of Lake Michigan, Chicago is primarily the gate by which tourists or settlers pass onwards to the far West or the beauties of the sunny South. In view of the growing tendency of travellers to make their headquarters at Chicago, it is our purpose to briefly mention some of the more noteworthy traffic systems that emanate from its railroad depôts.

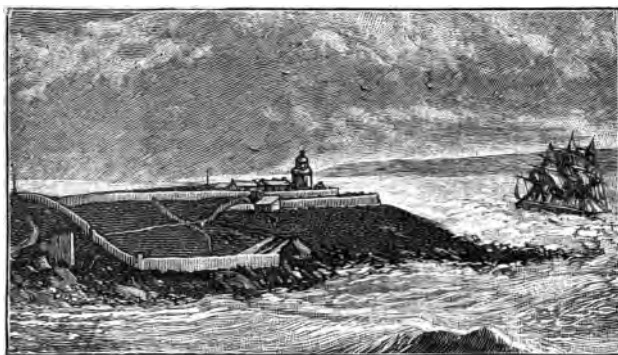
We have before remarked that the celebrated “*Pennsylvania Limited*,” from New York, Philadelphia, Washington, and Pittsburg, arrives at the UNION DEPÔT. The same great station is the point of departure for the “*Pennsylvania*” trains to Columbus, Cincinnati, Louisville, and the South; also for those of three other famous Companies. The “*Chicago, Burlington and Quincy Railroad*” extends over a wide territory, but is chiefly remarkable for its services to Omaha and Denver, where it effects connections with the “*Denver and Rio Grande*” system, that *via Colorado Springs, Pueblo, and Grand Junction*, leads to Salt Lake and Ogden. Here the expresses run on to the “*Southern Pacific*” line, which supplies a road to San Francisco. Another famous route to the west and the north is provided by the “*Chicago, Milwaukee and St. Paul Railway*,” a system that in a northerly direction reaches Milwaukee, St. Paul and Minneapolis, while westward it likewise enters Omaha for its connections with the Pacific. The popular “*Chicago and Alton*” trucks furnish short and direct routes to St. Louis and Kansas City. At the fine terminus of the “*Chicago and North-Western Railway*” passengers can join its through expresses for Council Bluffs, and *via* the “*Union Pacific*” to Salt Lake and Portland, while its intimate associations with the “*Southern Pacific*” afford facilities for a direct run to San Francisco and Los Angeles. Another of its chief roads extends to St. Paul

and *Minneapolis*, whence the "*Northern Pacific*" track leads to the *Yellowstone Park* and *Portland*. Those who have arrived at Chicago by the "*New York and Chicago Limited*," at the LAKE SHORE DEPÔT, will find that this station is also used by the "*New York, Chicago and St. Louis Railroad*," and that it is here they can join the "*Chicago, Rock Island and Pacific Railway*" for *Omaha*, *Denver*, *Colorado Springs*, *Pueblo*, and the seaports of the Pacific. Three of the eastern trunk lines—the "*Canadian Pacific Railway*," the "*Grand Trunk Railway of Canada*," and the "*New York, Lake Erie and Western*"—have their Chicago headquarters at the STATE STREET DEPÔT. Amongst the western and southern systems that here take their departure are the huge "*Atchison, Topeka, and Santa Fé Railroad*," which not only has trunk lines leading towards *Kansas*, *La Junta*, *Mogave*, *San Francisco*, *Los Angeles*, and *San Diego*, but via *Guaymas* and *El Paso* connects with the "*Mexican Central Railway*" for *Mexico*. Its picturesque "*Colorado Midland*" section leads to *Denver* and *Utah*, and other lines enter *St. Louis*, while the "*Oklahoma and Texas*" section reaches, by way of *Arkansas City*, *Oklahoma*, and *Fort Worth*, to *Houston* and *Galveston* on the Gulf of Mexico. Other railroads emanating from STATE STREET are the "*Wabash Railroad*," affording main lines to *Kansas City* and *St. Louis*; and the "*Chicago and Eastern Illinois*" system, which supplies a route via *Terre Haute* and *Evansville* for the "*Chicago and Nashville Limited*" of the favourite "*Louisville and Nashville Railroad*"—a system that extends from *Cincinnati*, through *Nashville*, *Birmingham*, *Montgomery*, and *Pensacola*, to *River Junction* for the "*Florida Central and Peninsular Railroad*." At State Street passengers also join the "*Louisville, New Albany and Chicago*" system, owning two main lines, respectively extending to *Cincinnati* and to *Louisville* for *New Orleans*.

The "*Baltimore and Ohio*" limited expresses from *New York*, *Baltimore*, and *Washington* have their destination at the GRAND CENTRAL DEPÔT, whence depart the trains of the "*Wisconsin Central*," which have their principal destinations at *St. Paul*, *Minneapolis*, *Duluth*, and *Bessemer*. Here, too, are the headquarters of the "*Chicago Great Western*" system, that enters *St. Paul* and *Kansas City*. Two important express services from the east have their headquarters at the ILLINOIS CENTRAL DEPÔT. These trains are run by the "*New York Central*" over the "*Michigan Central*" roads via *Detroit* and *Jackson*, and by the "*Canadian Pacific Railway*" from *Montreal* via *Toronto* and *London*. From this centrally-situated terminus depart the trains of the "*Illinois Central Railroad*," noteworthy for its direct southern services via *Cairo* to *New Orleans*, and also for its expresses to *St. Louis*, the principal seat of the "*Missouri Pacific Railway*," which owns extensive ramifications or connections throughout *Missouri*, *Kansas*, *Nebraska*, *Colorado*, *Arkansas*, the *Indian Territory*, *Louisiana*, and *Texas*. We should likewise note that from the ILLINOIS CENTRAL DEPÔT are despatched the magnificently-appointed Wagner car trains of the "*Cleveland, Cincinnati, Chicago, and St. Louis Railroad*," more popularly known as the

favourite "*Big Four Route*," which affords direct express communication with Indianapolis and the beautiful city of CINCINNATI (*Central Union Station*). Here passengers can join the trains of the "*Louisville and Nashville Railroad*" for Birmingham and New Orleans via Louisville and Nashville; also those of the "*Chesapeake and Ohio Railway*" for Washington, the chief city of the United States; likewise for the cities of Virginia and North Carolina. From the same depôt extend the tracks of the "*Queen and Crescent Route*," the "*East Tennessee, Virginia and Georgia Railway*," for New Orleans via Chattanooga and Birmingham, via Rome to Mobile, and via Atlanta and Macon to Savannah, Brunswick, Jacksonville, and St. Augustine.

Finally, we may remark that tourists pausing at NEW YORK, CHICAGO, ST. LOUIS, CINCINNATI, or, indeed, at any of the numerous railway centres to be found in the United States, will find that the Passenger Agents of the various railroads will be ready to afford every needful information. Travellers leaving the States for the United Kingdom or the Continent will do well to consult Mr. C. A. Barattoni, the chief Passenger and Freight Agent of the "*London and North Western Railway*" of England, at 852, Broadway, near Union Square, New York; or Mr. Douglas Battersby, 174, St. James Street, Montreal: while at Queenstown they can apply to Mr. W. Stirling.



ROCHE POINT, ON THE QUEENSTOWN MAIL ROUTE.

Returning to the *Edge Hill Station*, we will now describe the route followed by the carriages that run from LONDON (*Euston*) to Southport. After leaving Edge Hill these trains run by EDGE LANE, STANLEY, TUE BROOK, BRECK ROAD, WALTON, and SPELLOW to BOOTLE, whence they proceed via STRAND ROAD, SEAFORTH, WATERLOO, BLUNDELLSANDS AND CROSBY, HIGHTOWN, FORMBY, FRESHFIELD, AINSDALE, and BIRKDALE to

SOUTHPORT.

Fares—1st, 29/6; 2nd, 23/3; 3rd, 17/7. Return—1st, 57/6; 2nd, 45/6; 3rd, 31/10.

21½ miles from Euston; also within easy distance of Manchester, Liverpool, Birmingham, Leeds, and other large towns of Lancashire, Yorkshire, and the Midlands. Southport, owing to its mild and equable climate, sandy soil, and freedom from humidity, is one of the most salubrious of first-class watering-places on the north-west coast, and although of comparatively modern foundation, can scarcely be excelled in its admirable arrangements for the comfort of its visitors. A vast expanse of calm blue sea, with a wide sea-shore of shining sand, over which blows a dry pure air, combine to render this Lancashire town one of the most fashionable of sea-side resorts, especially as a sanatorium for the winter months. In this respect Southport during later years has been considerably developed; the high estimation in which the town is held by the medical profession having greatly conduced to so desirable a result. Indeed, with its charmingly picturesque suburb Birkdale, which has been laid out for residential purposes, this select yet well-patronised health resort can now boast of a population approaching fifty thousand persons. It is also noteworthy as an educational centre, and possesses several good proprietary schools, one of the principal establishments for boys being the University School in the Cambridge Road.

Amongst its attractions may be mentioned the pier, which stretches seawards for nearly a mile, also the parade, extending along the coast and affording a broad well-kept drive for invalids' carriage exercise. The enterprise of the inhabitants has lately added two large marine lakes, by means of which boating can at all times be enjoyed without danger; while the ornamental grounds have been well



LORD STREET, SOUTHPORT.

arranged, planted with shrubs and flowers, and provided with seats. Lord Street, the leading thoroughfare, is a charming boulevard, traversed by a tramway through its entire length from Birkdale to the Churchtown Botanical Gardens. Here will be found an imposing pile of public buildings, comprising the Town Hall, the Cambridge Hall and Art Gallery, the Free Library, the Victoria Science and Art Schools, and the General Post Office. The Winter Gardens and Aquarium, which contain a pavilion and theatre, cover several acres of exquisitely-designed grounds. The grounds of Hesketh Park and the Kew Gardens may be placed amongst the round of fashionable resorts. A well-supplied market, with several entrances, will be found in Eastbank and King Street. At the terminal railway station are refreshment-rooms and a bookstall. The principal hotels are the "Victoria," the "Prince of Wales," the "Palace"—a handsome and well-appointed hotel, which is close to the Birkdale Station—the "Royal," the "Queen's," the "Bold Arms," and the "Scarisbrick." Chief amongst the superior hydropathic establishments of Southport is the "Sunnyside," an imposing and pleasantly-situated modern building, which is close to the lakes. It enjoys an excellent reputation for good management and comfortable appointments. Other commendable centres of hydropathy are "The Limes" and "Smedley's." (*Population*—43,026.) Press—*Southport Guardian, Southport Standard, Southport Visitor.*

(For an additional illustration of Southport, see Panoramic Map, page 350.)

Another important feature of Liverpool traffic is its means of communication with that most popular insular resort, the Isle of Man. There are many modes of reaching the island, and notably—during the summer—the short route *via* Fleetwood, occupying a little over three hours; but the favourite Channel passage is undoubtedly that which is performed each week-day by the fine mail-boats belonging to the "*Isle of Man Steam Packet Company*," departing for Douglas from the *Princes Landing Stage*, Liverpool. The Company's chief agents are Messrs. Thomas Orford and Son, of 60, Tower Buildings, 22, Water Street. The fleet, which comprises some of the finest passenger steamers afloat on the Mersey, at present consists of the "*Queen Victoria*," the "*Prince of Wales*," the "*Mona's Isle*," the "*Mona's Queen*," the "*Tynwald*," the "*Benny-Chree*," the "*King Orry*," the "*Snafell*," the "*Peveril*," the "*Penella*," and the "*Ellan Vannin*," all of which may be recognised by the Maun arms on the paddle-boxes. After leaving the Mersey, and enjoying a delightful transit over the ocean, we pass between the headlands of Onchan and Douglas, with its lighthouse, note the fisherman's "Tower of Refuge," and come to anchor in the bay of

DOUGLAS,

Fares from Euston—	1st, 35/-;	2nd, 27/6;	3rd, 22/6.	Return—1st, 68/6;	2nd, 54/-;	3rd, 43/6.
" " Birmingham—	" 19/-;	" 16/-;	" 13/6.	" " 36/6;	" 33/3;	" 25/6.
" " Manchester—	" 11/8;	" 10/-;	" 8/6.	" " 18/0;	" 16/0;	" 15/-.
" " Leeds—	" 18/0;	" 15/3;	" 12/1.	" " 30/3;	" 25/3;	" 22/-.

281 miles from Euston, a fine sweep of coast, forming a favourite bathing-ground, sheltered from the more severe winds, commanding a magnificent reach of ocean, and possessing three excellent landing-places in the Breakwater, the Red Pier, and the Victoria Landing Pier. The Isle of Man is a veritable storehouse of scenery—mountain, rock, and glen each conferring some special charm. Although its population is little over fifty-five thousand, these numbers are largely augmented during the summer, and in winter the mild equable climate attracts numerous residents. The principal towns are Douglas, Castletown the capital, Ramsey, and Peel. We may remark that the fine rock scenery in the vicinity of Port Erin—where are clustered the Thousla Rocks, the Sugar-Loaf, the Chasms, and the bold promontory of Spanish Head—Bradda Head, Rhenass Waterfall, and Mount Snæfell, also the exquisite glens of Helen, Soderick, and Sulby, are favourite spots for scenery; while the grey ruins of Peel Castle, Castle Rushen, and Kirk Braddan have each their tale of history or legend. "*Brown's Guide to the Isle of Man*" is an excellent little manual of reliable local information.



BRADDA HEAD, ISLE OF MAN.

Douglas is an attractive and well-built watering-place, possessing a noble sea-frontage in the Loch Promenade, which affords excellent accommodation for visitors. To explore all the beauties of Manx-land, with its surroundings of sea and recesses of mountain, glen, and river scenery, we may avail ourselves of the excellent train services afforded by the "*Isle of Man*" and the "*Northern Manx*" railways, whose stations reach from Castletown on the south to Peel on the west, and northwards to Ramsey. One of the chief architectural features in the neighbourhood of Castletown is King William's College, which was founded in 1668, and now occupies a stately pile of buildings at Langness. As one of the principal educational centres of the day, it may be commended for providing a high-class public-school course at a very moderate cost. The leading hotels are the "Castle Mona," the "Fort Anne," the "Royal," the "Peveril," the "Villiers," the "Grand," the "Athol," the "Regent," the "Granville," the "Central," and the "Belvedere" Temperance Hotel. (Population—55,598.) Press—*The Isle of Man Examiner*, *Isle of Man Times*, *Manx Sun*, *Mona's Herald*, *Peel Guardian*, *Ramsey Courier*, and the *Ramsey News*.

(For an illustration of King William's College, see Panoramic Map facing Preface.)



THE RHENASS WATERFALL, ISLE OF MAN.

THE MANCHESTER, POTTERIES, AND EAST LANCASHIRE SERVICES.

CREWE, STOCKPORT, BUXTON, AND MANCHESTER EXPRESSES.
 STOKE, MACCLESFIELD, BUXTON, AND MANCHESTER EXPRESSES.
 PLYMOUTH, BRISTOL, CARDIFF, AND MANCHESTER EXPRESSES.
 NEWCASTLE, YORK, HULL, LEEDS, AND MANCHESTER EXPRESSES.
 DUBLIN, NORTH WALES, CHESTER, AND MANCHESTER EXPRESSES.
 EDINBURGH, GLASGOW, LAKE DISTRICT, AND MANCHESTER EXPRESSES.

SECTION VIII.—LONDON (*Euston, Broad Street, and Victoria*), WILLESDEN JUNCTION, OXFORD, CAMBRIDGE, NORTHAMPTON, BIRMINGHAM (*New Street*), PLYMOUTH, DARTMOUTH, TORQUAY, EXETER, TAUNTON, BRISTOL, CARDIFF, HEREFORD, SWANSEA, AND SHREWSBURY TO CREWE, STOCKPORT, BUXTON, AND MANCHESTER (*London Road*):—ALSO FROM LONDON AND BIRMINGHAM, *via* STOKE-UPON-TRENT, THE POTTERIES, AND MACCLESFIELD TO STOCKPORT, BUXTON, AND MANCHESTER (*London Road*):—ALSO FROM NEWCASTLE-UPON-TYNE, YORK, HULL, LEEDS, HUDDERSFIELD, LIVERPOOL, DUBLIN, HOLYHEAD, BANGOR, CHESTER, ABERDEEN, INVERNESS, DUNDEE, PERTH, EDINBURGH, GLASGOW, STRANRAER, CARLISLE, THE ENGLISH LAKE DISTRICT, AND PRESTON, TO MANCHESTER (*Exchange*).

 ANCHESTER, the prosperous headquarters of the cotton manufacture, which contains 505,343 inhabitants, but with the neighbouring municipality of Salford possesses an aggregate population of 703,479 persons, is universally recognised as the Metropolis of the North of England. For more than half a century it has been one of the chief centres of convergence for the fastest and best-equipped expresses of the "*London and North Western Railway*." Apart from the network of local roads that connect the city with the mill districts of Lancashire and Yorkshire, no fewer than ten main routes are provided for the transit of "*North Western*" traffic from the Metropolis and the principal towns of England, Wales, Ireland, or Scotland. Communication is thus effected from Newcastle-

upon-Tyne, Sunderland, Ripon, Harrogate, Scarborough, York, and Hull, *via* Leeds; from Inverness, Aberdeen, Dundee, Perth, Stirling, Glasgow, Edinburgh, Carlisle, the English Lake District, Lancaster and Preston, *via* Wigan; from Liverpool, *via* Earlestown Junction or *via* Warrington; from Queenstown, Dublin, and North Wales, *via* Chester and Warrington; from Swansea, Tenby, Carmarthen, and Central Wales, *via* Shrewsbury; from Cardiff, Newport, Merthyr, and South Wales, *via* Hereford; from Plymouth, Torquay, Exeter, Taunton, Weymouth, and other stations in the South or the West of England, *via* Bristol and the Severn Tunnel; and from Birmingham, Walsall, and Wolverhampton, *via* Stafford and Crewe or *via* Stoke. Lastly, we have to speak of the two routes for fast trains between Euston and Manchester—the one extending *via* Stafford and Crewe, and the other *via* Colwich, Stoke-upon-Trent, and Macclesfield. It is our intention firstly to describe the main-line journey from Euston by way of Crewe; and then to notice that which from the same point, but *via* the Potteries, also reaches *London Road Station*. Intimately connected with the Manchester services, either *via* Stockport or *via* Macclesfield, is the branch line that affords access to the famous health resort of Buxton, a picturesque inland watering-place of Derbyshire.

PRESUMING that we have travelled from LONDON (*Euston Station*), RUGBY, and STAFFORD as far as CREWE, we shall from this point take a north-easterly course, and soon reach SANDBACH, mostly dependent on the silk manufacture. Here we must make a brief digression, in order to notice the branch on our left, that extends through MIDDLEWICH to NORTHWICH, a market town chiefly remarkable for its extensive interests in the salt springs, mines, and works peculiar to the Cheshire district. This line, *via* NORTHWICH, affords a direct means of communication from London to KNUTSFORD, and thence to ALTRINCHAM and BOWDON. Resuming our route from Sandbach, we run by HOLMES CHAPEL and CHELFORD. ALDERLEY EDGE Station not only serves the villages of Nether Alderley—where is Alderley Park, the seat of Lord Stanley—and Alderley Over, but is more immediately connected with Chorley, a fashionable residential neighbourhood. After leaving Alderley Edge we pass WILMSLOW, span the valley of the Bollin by a viaduct of eleven arches, and cross the Dean just before running through HANDFORTH. On the right are the “Manchester Warehousemen and Clerks’ Orphan Schools,” a range of handsome Gothic buildings, not far from CHEADLE HULME, where a line diverges towards Macclesfield and Stoke. After effecting a junction with the Buxton branch on our right, and with the Cheadle and Broadheath line on our left, we pause at

STOCKPORT

(For Buxton, Huddersfield, Bradford, Halifax, Leeds, Hull, and York),

Fares—1st, 24/2; 2nd, 20/-; 3rd, 15/1½. Return—1st, 48/4; 2nd, 40/-; 3rd, 30/3.

177½ miles from Euston, 5½ from Manchester, and 42½ from Leeds. Stockport is a manufacturing town on the banks of the Mersey, chiefly noticeable for its position in a precipitous valley, at the bottom of which flows the river. The town is, in consequence, of the most irregular formation, and the only thoroughfare of importance is the Wellington Road, which, by means of a bridge connects Lancashire with Cheshire, and affords the leading artery of communication. Its principal public buildings are the ancient parish church of St. Mary's and the Free Grammar School, founded in 1487, which occupies a noble modern structure, erected during the present century. The General Post Office is in St. Peter's Gate. A weekly corn market is held on Friday. The station is on the main line from Bristol, Cardiff, and Hereford to Stalybridge, Huddersfield, Bradford, and Leeds, for Hull, York, Scarborough, Harrogate, Ripon, and Newcastle-upon-Tyne. Passengers for Yorkshire who are travelling by Manchester trains, also those whose destinations are Buxton and Macclesfield, must here exchange carriages. Here are a letter-box, a telegraph office, a bookstall, and a refreshment-room. Hotel—The "George." (Population—70,253.) Press—*Cheshire News, Cheshire Echo, Stockport Advertiser, Stockport Express.*

We now run over the lofty viaduct which spans the valley between Cheshire and Lancashire, extending from hill to hill for a distance of 593 yards. HEATON NORRIS is succeeded by HEATON CHAPEL, LEVENSHULME AND BURNAGE, and LONGSIGHT and BELLE VUE. Within easy reach of this station are the Belle Vue Zoological Gardens, which are but a short distance from

MANCHESTER,

London Road Station

Fares from London—	1st, 24/6; 2nd, 20/-; 3rd, 15/5½.	Return—1st, 49/-; 2nd, 40/-; 3rd, 30/11.
" " Birmingham—	" 12/6; " 9/3; " 6/11½.	" " 24/-; " 18/0; " 13/11.
" " Bristol—	" 24/1; " 19/9; " 13/7.	" " 48/2; " 39/6; " 27/2.
" " Newcastle-on-T.—	" 26/-; " 19/3; " 11/11.	" " 38/9; " 30/9; " 23/8.
" " Dublin—	" 26/-; " 20/-; " 9/6.	" " 43/6; " 33/6; " 15/6.
" " Glasgow—	" 35/6; " 26/6; " 17/9.	" " 61/9; " 44/3; " 35/4.

183½ miles from Euston and 83½ from Birmingham. The ancient city of Manchester, the "*Macunium*" of the Romans, is situated upon the windings of the Irwell and its tributary waters of the Medlock and Irk. Manchester was formerly a fair Lancashire town surrounded by meadows, while across the Irwell was its pleasant rural suburb of Salford. But the gradual extension of its manufacturing interests resulted in the erection of mills, and around the mills



ARMS OF MANCHESTER.

arose villages, each proving a growing centre of commerce and population, until at length the ever-expanding outlines met, and thereafter cohered in the huge assemblage of stone, bricks, and mortar which we recognise as Manchester, now one with Salford, with which it has communication by several substantial bridges. The cotton

industry, which forms the leading staple of the city and its surrounding district, originated with Flemish refugees, but the great triumphs of the trade were reserved for Englishmen, who, almost unassisted, have brought the manufactured fabric to its present perfection. About 1767 two men of Warrington—Richard Arkwright, barber, and John Kay, watchmaker—met to inaugurate their joint invention of the water frame, and almost simultaneously a weaver of Blackburn, James Hargreaves, conceived his idea of the spinning jenny. These inventions were soon reinforced by the mule spinning machine of Crompton; the carding machine of Dyer; the power looms of Dr. Cartwright, Sharp and Roberts, and Horrocks; the dressing machine of Johnson and Radcliffe, and the combing machine of Joshua Heilmann, all helping to solve the great problem of the cotton manufacture, which has also created bleaching, dyeing, pattern-engraving, and printing establishments, with numerous engineering and machinery works. Referring to the political arena, in which the people of Manchester have frequently occupied a prominent position, we may briefly note the stormy periods which signalised the Reform and Free Trade agitations, the former saddened by the Peterloo massacre, and the latter remarkable for two Anti-Corn-Law meetings in 1843 and 1845, at the latter of which £64,984 was subscribed in a few hours. By the completion of the Ship Canal, a noble waterway 35½ miles in length, Manchester now ranks amongst the seaports of England. The canal, constructed under the direction of Mr. Leader Williams, has demanded the subscription of capital amounting to some £15,000,000.

Although the diocese of Manchester was not founded until 1847, yet the Cathedral is a fine Perpendicular structure of the fifteenth century. It is somewhat remarkable for an imposing nave and numerous side chapels. It has undergone a complete restoration, special prominence having been given to the splendid details of the roof, carved woodwork, and stained windows. Amongst other memorials is a noble statue to worthy Humphrey Chetham, founder of the Chetham Hospital and Library. Speaking of this fine old citizen of the past



THE TOWN HALL, MANCHESTER.
(From a photograph by Messrs. Valentine & Son, Dundee.)

reminds us of his generous foundation known as Chetham's College or Blue Coat Hospital, which provides a sound education for one hundred boys, while the adjoining Library of 25,000 volumes is a valuable boon to the public, and the building, an old mansion once belonging to the Gresleys, is itself an object of interest. A far older institution is that of the Grammar School, dating from 1515, when Hugh Oldham, Bishop of Exeter, gave it existence and an endowment which for nearly four centuries has afforded the highest educational advantages, supplemented by valuable exhibitions tenable



MANCHESTER GRAMMAR SCHOOL.

at Oxford and Cambridge; also by numerous school and other scholarships. Its well designed buildings—required for the vast aggregate of thirty-six masters and some nine hundred boys—provide every requisite for that combination of mental and physical education which of late years has become increasingly recognised as indispensable to the success of a first-grade education. Indeed, the fine halls devoted to the lecture theatre, chemical laboratory, and library, are well worthy to rank with the spacious area and magnificent fittings of the gymnasium. The most satisfactory evidences of its prosperity are the numerous honours which have been taken by the old boys. The crowning feature of scholastic Manchester is undoubtedly the vast pile of Owens College, founded through the bequest of a Manchester merchant, which, owing to its complete organisation and noble Gothic buildings, is a fitting headquarters for the new Victoria University.

Victoria Hotel, Manchester.



LARGEST and most Luxurious Hotel in the Provinces; Lighted throughout by Electricity; Ladies' Drawing Rooms; Lift to all floors; French Cuisine; Finest Cellar out of London; Billiard Room and Tables; Ladies' and Gentlemen's Hair-dressing Saloons.

Adjoining the Exchange and Victoria Stations, and adjacent to the Royal Exchange, Cathedral, &c.



THE PROMENADE AND THE PIER, ST. ANNES-ON-THE-SEA.

RAILWAY COMMUNICATION.

ST. ANNES-ON-THE-SEA may be easily reached from London, Manchester, Liverpool, Birmingham, the South, the Midlands, and Wales, by the "London and North Western Railway" in conjunction with the "Lancashire and Yorkshire Railway," also by the same means passengers can be conveyed from the North and Scotland, and indeed from nearly all parts of the country. (For trains, see Official Time Tables.)

THE ATTRactions OF ST. ANNES-ON-THE-SEA.

THE FAVOURITE SELECT LANCASHIRE HEALTH RESORT.

SITUATION.

ST. ANNES-ON-THE-SEA is pleasantly situated upon the Lancashire coast, with a south-west aspect, between Lytham and Blackpool. A reference to the Coloured Panoramic Map (Section 3) will clearly show its surroundings.

CLIMATE.

The climatic advantages are among the principal attractions of **ST. ANNES-ON-THE-SEA**. The air is pure, bracing and equable, with a remarkable freedom from humidity. The invigorating and salubrious sea breezes are much to be appreciated.

AS A HEALTH RESORT.

ST. ANNES-ON-THE-SEA is becoming deservedly popular in this respect. In a recent year the death rate was $5\frac{1}{2}$ per thousand, at a time when the average mortality of the whole county stood at $19\frac{1}{2}$ per thousand. The medical profession highly recommends the place for those who suffer from pulmonary or nervous complaints, or from the consequences of overwork.

AS A PLACE FOR RESIDENCE.

It is not surprising that with such attractions **ST. ANNES-ON-THE-SEA** is being increasingly resorted to for residence, which is favoured by the presence of good schools and a highly satisfactory sanitary condition.

FOR PARTICULARS OF HOUSE PROPERTIES AND FOR BUILDING LAND, &c.,

ELIGIBLE AND VALUABLE SITES

AT A REASONABLE GROUND RENT AND ON LONG LEASE, APPLY TO

THE **ST. ANNES-ON-THE-SEA**

LAND AND BUILDING COMPANY, Limited.

OFFICE: THE PIER, ST. ANNES-ON-THE-SEA.

For *St. Annes-on-the-Sea*, see page 100.

Referring to a cognate subject, the means of independent intellectual advancement, Manchester possesses the first Free Library formed under the "Library Act," consisting of two hundred thousand volumes, principally stored at King Street. The Athenæum provides a theatre and a library, also lecture and news rooms. Amongst the latest additions to the literary interests of the city is the John Rylands Memorial, a stately building recently erected in Deansgate, which will accommodate the magnificent Althorp Library. Some of the principal exhibitions of pictures are held at the Royal Institution, but the School of Art is in Cavendish Street. The Manchester Whitworth Institute now comprises the Technical School.

Chief amongst the public buildings of Manchester is the Town Hall, which cost about a million of money, occupied some nine years in completion, and is a truly magnificent example of Gothic architecture, erected from the designs of Mr. Alfred Waterhouse, R.A. This noble edifice is of vast proportions, comprising under its roof a grand public hall, chiefly noteworthy for its valuable series of historical paintings by Mr. Ford Madox Brown; the Mayor's parlour, an elegant council chamber, a banqueting saloon, and handsome reception rooms, with accommodation for numerous municipal offices. The whole is erected of brick with stone dressings. The main front is embellished with statuary, and surmounted by a lofty clock-tower showing four dials and containing over twenty bells, which form a singularly musical carillon. In Albert Square, opposite to the Town Hall, is an elaborate memorial to the late Prince Consort. Another imposing pile of Decorated English architecture belongs to the Assize Courts in Great Ducie Street. The headquarters of Manchester commerce is the Royal Exchange, a stately Classic edifice of commodious proportions, chiefly to be commended for the admirable arrangements and decorations of its interior. Amongst other resorts of Manchester merchants are the Stock Exchange in Cross Street, and the extensive Corn Exchange in Hanging Ditch, where a market is held every Thursday. Another notable building is the Free Trade Hall, erected in commemoration of political victories in connection with the Anti-Corn-Law League and kindred movements. It provides accommodation for five to seven thousand persons. The great centre for the people's markets is Shude Hill. Such fine thoroughfares as Mosley Street, Portland Street, Piccadilly, and Market Street, with other avenues of commerce that intersect the principal portions of the city, contain numerous shops and handsome warehouses. The Royal Infirmary in Piccadilly, with its ornamental grounds and fine statuary, will doubtless attract notice. The General Post Office is a noble building in Brown Street. The Queen's, Peel, Ordsall, Albert, Philip's, and Alexandra Parks are some of the more extensive recreative spaces.

London Road Station, the main-line terminus of the "*London and North Western Railway*," is a vast structure covering three departure and two arrival platforms. On the general platform are a letter-box, a telegraph office, refreshment-rooms, and a bookstall. The branches in connection with this station are the low level road *via* Lymm, Warrington, and Widnes to Liverpool; the Stockport, Cheadle, and Broadheath; the Macclesfield; and the Buxton lines. Amongst the chief cross-country services are the through trains to Shrewsbury for Aberystwyth; to Swansea; *via* Carmarthen to Tenby; to Hereford for Malvern, Gloucester, and Cheltenham; to Abergavenny for Merthyr; and *via* Newport to Cardiff; also *via* Sheffield to Grimsby. By the "North to West Expresses" passengers travel from Manchester *via* Crewe, Shrewsbury, Hereford, and the Severn Tunnel to Bristol, where connections are made with the "*Great Western Railway*" for Weston-super-Mare, Ilfracombe, Exeter, Torquay, Dartmouth, Plymouth, Falmouth, Penzance, and other towns in the West of England; also with the services to Weymouth for the Channel Islands. From the *Exchange Station* (see page 354) start frequent expresses to Liverpool; also to Stalybridge, Huddersfield, Bradford, Leeds, Hull, York, Scarborough, Harrogate, Ripon, Stockton, Sunderland, and Newcastle-upon-Tyne. Direct services are run to Chester for North Wales, and to Holyhead for Kingstown and Dublin; likewise to Wigan for Morecambe, the English Lake District, and Scotland. The leading hotels are the "Queen's" and the "Grand," which are near to the *London Road Station*, while the "Victoria," a handsome modern building, is close to the *Exchange Station*, and is most conveniently situated for all parts of the city. Other good hotels are the "Grosvenor," the "Waterloo," the "Albion," the "Royal," and the "Clarence"; also the "Trevelyan" and the "Waverley," temperance hotels.

Daily Press—*Manchester Courier*, *Manchester Daily Examiner*, *Manchester Evening Mail*, *Manchester Evening News*, *Manchester Guardian*, *Sporting Chronicle*. Weekly—*Manchester City News*, *Manchester Courier*, *Manchester Times*, *South Manchester Chronicle*.

(For additional illustrations of Manchester, see Supplementary Pictorial Pages.)

AN alternative route for certain "*Manchester Expresses*" from LONDON (*Euston Station*) and RUGBY is afforded by a line that diverges from the "Trent Valley Route" at Colwich, extends through North Staffordshire and Cheshire to Macclesfield, and rejoins the trunk road at Cheadle Hulme. After passing COLWICH the "*Manchester Express*" rapidly clears GREAT HAYWOOD, HIXON, WESTON (*for Ingestre*), and *via* SANDON approaches STONE, which is then followed by BARLASTON, TRENTHAM, near to Trentham Hall, the noble domain of the Duke of Sutherland, and

STOKE-UPON-TRENT

(For *Longton, Hanley, Burslem, Tunstall, Newcastle-under-Lyme, and Leek*),
Fares—1st, 21/8; 2nd, 15/7; 3rd, 12/11. Return—1st, 41/8; 2nd, 29/4; 3rd, 24/8.

145½ miles from Euston. Stoke-upon-Trent is the headquarters of the "*North Staffordshire Railway*," owning an authorised capital of £7,993,833 and some 201 miles of track. It enjoys direct communication with London, Birmingham, Derby, Dublin, Liverpool, Manchester, Leeds, and the North. The capital of the Potteries is famous for its artistic productions in china, porcelain, earthenware, and encaustic tiles, which are of considerable interest to British and American visitors. The district generally and a few of the leading pottery works, which may be taken as typical of the chief local industry, have already been noticed on the route from London and Birmingham *via* Stafford. Amongst the more important public buildings of Stoke are St. Peter's Church, the Town Hall, the Minton Memorial School of Science and Art, the Free Library, and the Market Hall. At the railway station are a letter-box and a telegraph office, bookstalls, and refreshment-rooms. Close to the station is the "*North Staffordshire Hotel*." (*Population*—24,027.)

(For illustrations of Stoke-upon-Trent, see *Supplementary Pictorial Pages*.)

Resuming our journey, we pass ETRURIA, famous for its associations with Josiah Wedgwood, the great Staffordshire potter. We then reach LONGPORT, clear CHATTERLEY and HARECASTLE, pass MOW COP, and run by CONGLETON and NORTH RODE to

MACCLESFIELD,

Fares—1st, 24/2; 2nd, 18/1; 3rd, 13/9. Return—1st, 46/3; 2nd, 33/7; 3rd, 27/6.

166 miles from Euston, and the headquarters of the silk trade. The churches, especially those of St. Michael's and Christ Church, the Town Hall the Free Grammar School of Edward VI., the Free Libraries, Macclesfield Sunday School, the County Lunatic Asylum, and the beautiful Public Park and Recreation Ground, are the chief features of interest. The General Post Office is in Chestergate. At the station are a letter-box, a telegraph office, and a bookstall. Hotel—The "*Macclesfield Arms*." (*Population*—36,009.) Press—*Macclesfield Advertiser*, *Macclesfield Chronicle*, *Macclesfield Courier*.

Speeding onwards, we pass PRESTBURY, ADLINGTON, POYNTON, and BRAMHALL, and effect a junction with the Crewe line at CHEADLE HULME, whence we proceed through STOCKPORT, HEATON NORRIS, HEATON CHAPEL, LEVENSHULME and BURNAGE, and LONGSIGHT AND BELLE VUE to *London Road Station*, MANCHESTER. During the summer season passengers from Euston to BUXTON usually travel by the through carriages

which run *via* MACCLESFIELD, BOLLINGTON, POYNTON, and MIDDLEWOOD. During the winter months an exchange of carriages can be effected at STOCKPORT. Those who use the residential services from LIVERPOOL (*Lime Street*) and MANCHESTER (*London Road*) are conveyed *via* STOCKPORT, DAVENPORT, HAZEL GROVE,



THE CRESCENT, BUXTON.

(From a photograph by Messrs. Valentine and Son, Dundee.)

MIDDLEWOOD, and DISLEY; and thence by NEW MILLS, FURNESS VALE, WHALEY BRIDGE, CHAPEL-EN-LE-FRITH, and DOVE HOLES, to the town of

BUXTON,

Fares—1st, 21/8; 2nd, 18/3; 3rd, 13/7. Return—1st, 42/4; 2nd, 36/6; 3rd, 27/2.

196½ miles from Euston, 26 from Manchester, 56½ from Liverpool, 63 from Leeds, and 62 from Bradford. The famous health resort and residential centre of Buxton is within a forty minutes' express journey of Manchester, and may also be reached within eighty

minutes from Liverpool. For many centuries this Derbyshire sanatorium has held the highest reputation for the efficacy of its world-renowned mineral springs, and apparently inexhaustible supplies of thermal waters issuing at a temperature of 82° Fahrenheit. It is likewise widely celebrated for its bracing and singularly sheltered situation



THE GARDENS, BUXTON.

(From a photograph by Messrs. Valentine and Son, Dundee.)

upon the invigorating moorlands of Derbyshire, one thousand feet above sea level, and yet shielded from cold winds by its picturesque girdle of mountains. As an inland watering-place this favourite town should be commended for the purity and equability of its climate; while the remarkably curative properties of its medicinal waters annually attract many thousands of invalids suffering from rheumatism, gout, and various nervous affections. Its excellent sanitary system may be considered as unsurpassed for efficiency, and fully merits the high praise accorded to the engineers after an

inspection of their work by Sir Robert Rawlinson. Indeed, whether for beauty of scenery, salubrity of situation, superior accommodation for visitors, or convenience of access, Buxton may be said to fully maintain its unique reputation as a high-class fashionable and health-giving retreat. Amongst the favourite destinations for excursions through the hills, vales, caverns, rivers, and waterfalls of picturesque Derbyshire, we may name such attractive spots as the "Diamond Hill," Mam Tor, or the "Shivering Mountain," the Speedwell Mine, the Blue John Mine, Poole's Hole, Solomon's Temple, Chee Tor and Dale, Castleton, Eyan, Hathersage, and the Peak Cavern; also the not far-distant beauties of Bakewell, Chatsworth House, Haddon Hall, and the Matlock District. Many charming bits may be found in the Corbar Woods Walks, the Goyt Valley, Ashwood Dale, and Deepdale; while Axe Edge (1,807 feet), the Cat and Fiddle (1,690 feet), and Flash Bar (1,535 feet), are elevated view-points affording magnificent prospects.

The chief architectural attractions of Buxton include the grand sweep of its palatial Crescent, the perfectly appointed Baths, St. Ann's Well, elegant churches, commodious hotels, some excellent hydropathic establishments, the Town Hall, and the Public Free Library. The Devonshire Hospital is an admirable philanthropic institution, occupying a handsome building, surmounted by the largest dome in the world. Two of the favourite outdoor resorts for visitors are St. Ann's Cliff and the beautiful expanse known as the Buxton Pleasure Gardens, which are watered by the Wye, and contain in their Pavilion, Concert Hall, and Conservatories, every provision for the enjoyment of music and flowers. These grounds contain seventeen tennis courts, a lake for boating, a bowling green, and many picturesque arbours within hearing of an excellent band.

The General Post Office is in the Quadrant. A weekly market is held on Saturday, and Wednesday is an early-closing day. At the railway station is a bookstall. Amongst the leading hotels are the "Palace," an imposing building which is near to the station, the "St. Ann's," the "George," the "Old Hall," the "Crescent," the "Royal," the "Leewood," the "Shakespeare," the "Burlington," the "Midland," and the "Eagle." The "Buxton Hydropathic and Winter Residence"—a superior establishment which has gained an excellent reputation for contributing to the comfort and entertainment of its visitors—the "Peak," the "Clarendon," and "Haddon House," are the principal hydropathic establishments. The "Rockavon," the "Grosvenor," the "Balmoral," and the "Egerton," are high-class boarding-houses. (*Population* 7,424.) Press—*Buxton Advertiser*, *Buxton Chronicle*, *Buxton Herald*, *High Peak News*.

(For additional illustrations, see Map, page 350, and Supplementary Pictorial Pages.)

T

H

A

ENGLISH MILES

50

Edw^d Waller, Radisson Square

BUXTON

OWNS DIRECT RAILWAY COMMUNICATION with LONDON, MANCHESTER, LIVERPOOL, BIRMINGHAM, AND ALL THE GREAT CENTRES OF POPULATION. It is also easily reached from all parts of the South and West of England, the Midlands, North Wales, and Ireland; and from the North of England and Scotland.



THE CRESCENT AND BATHS, BUXTON.

THE ATTRactions OF BUXTON

AS A HEALTH OR
WINTER RESORT,
AND WHERE TO STAY.

BUXTON is pleasantly situated in a lovely valley, surrounded by lofty hills one thousand feet above sea-level, in the centre of the picturesque Peak of Derbyshire. As a health and bathing resort, it occupies a foremost position. The thermal waters, charged in a remarkable manner with nitrogen gas, are widely celebrated for the marvellous cures wrought in cases of Rheumatism and Gout. The Baths and Wells form a magnificent establishment. The mineral waters are also taken medicinally.

The Buxton Gardens, with their handsome Pavilion, charmingly laid out, occupy no less than 22 acres in the centre of the town. The climate of Buxton is at all times mild and equable, rendering it an agreeable resort during the winter months.

AND WINTER RESIDENCE,
DERBYSHIRE.

Hydropathic

THE largest and most complete "Hydro" in the neighbourhood. Central and sheltered situation. Every comfort for invalids and visitors. Sanitary, ventilating, and heating arrangements perfect. Table d'Hôte, 6 p.m. Two Billiard Tables. BATHS wholly re-fitted. Most complete suite of MASSAGE BATHS in the Kingdom. Experienced attendants. Passenger Lift.

For Terms, etc., apply Mr. H. LOMAS.

TELEGRAPHIC ADDRESS: "COMFORTABLE," BUXTON.



VIEW IN THE GARDENS, BUXTON.

For Buxton, see page 348.

THE LIVERPOOL, MANCHESTER, AND NORTH-EASTERN SERVICES.

LIVERPOOL, MANCHESTER, HUDDERSFIELD, AND LEEDS EXPRESSES.
 LIVERPOOL, MANCHESTER, LEEDS, HULL, AND YORK EXPRESSES.
 LIVERPOOL, MANCHESTER, LEEDS, AND NEWCASTLE EXPRESSES.
 DUBLIN, NORTH WALES, CHESTER, AND LEEDS EXPRESSES.
 PLYMOUTH, BRISTOL, BIRMINGHAM, AND LEEDS EXPRESSES.

SECTION IX.—LIVERPOOL (*Lime Street*), DUBLIN, AND CHESTER TO MANCHESTER (*Exchange Station*); ASHTON-UNDER-LYNE; OLDHAM; ROCHDALE; STALYBRIDGE; HUDDERSFIELD FOR HALIFAX AND BRADFORD; MIRFIELD FOR WAKEFIELD AND NORMANTON; DEWSBURY; BATLEY FOR BIRSTAL; AND TO LEEDS FOR SELBY AND HULL; YORK, SCARBOROUGH, AND WHITBY; ALSO *via* HARROGATE, RIPON, NORTHALLERTON, AND STOCKTON TO SUNDERLAND AND NEWCASTLE-UPON-TYNE:—ALSO FROM BIRMINGHAM (*New Street*), PLYMOUTH, DARTMOUTH, TORQUAY, EXETER, TAUNTON, BRISTOL, CARDIFF, HEREFORD, SWANSEA, AND SHREWSBURY TO LEEDS, HULL, YORK, NEWCASTLE-UPON-TYNE, AND THE NORTH-EASTERN COUNTIES *via* CREWE, STOCKPORT, AND HUDDERSFIELD.



IN this busy nineteenth century, when the institution of express cross-country services has become so marked a feature of efficient railway administration, the through expresses running between the great seaport of Liverpool, and the manufacturing metropolis of Manchester, to Leeds, the capital of the woollen district, and the busy maritime town of Hull, are trains of considerable importance. The direct road from Liverpool and Manchester to York for Scarborough and the coast of Yorkshire, and the equally noteworthy through track from Liverpool and Manchester to Harrogate, Ripon, Stockton for Middlesborough and West Hartlepool, Sunderland, and Newcastle-upon-Tyne, are likewise divisions of the "*North Western*" traffic that legitimately demand our most careful attention. Indeed, we



ROUTE MAP.—X. CREWE AND MANCHESTER TO HUDDERSFIELD AND LEEDS.

may very fairly place the joint "*London and North Western*" and "*North Eastern*" services, of which we speak, amongst the most important provincial expresses of the United Kingdom. Linking together the large counties of Lancashire and Yorkshire, which unitedly own an aggregate population of 7,135,611 inhabitants—not to mention the additional 1,522,545 persons to be found within the limits of Durham and Northumberland—cementing an intimate connection between the western and eastern seaports of Great Britain, and creating a traffic which in its development must eventually afford a system of rapid through communication between America and Europe, the "*West to East Expresses*" afford services of the highest importance to national commerce. It is well nigh needless to remark that the trains themselves comprise the best constructed and most comfortable types of English rolling stock. Apart from their merely financial aspects, the routes which we have to describe afford many attractions to observant travellers. Speeding through the populous industrial districts of the national cotton and woollen manufactures, the expresses from Liverpool and Manchester rapidly run towards Huddersfield—for Halifax and Bradford—and thence to Leeds. At this point certain trains find their terminus, while others proceed *via* Selby, famous for its ancient abbey, to Hull. Similar services diverge towards the cathedral city of York; and highly popular fast trains speed away northward through Harrogate and Ripon. Since the opening of the Severn Tunnel, passengers from the West of England, travelling from Plymouth, Dartmouth, Torquay, Exeter, Taunton, Weymouth, and Bristol *via* Hereford, Shrewsbury, Crewe, and Stockport, may proceed to Leeds in through carriages, or can join these trains at Stalybridge. Similar connections *via* Stockport are available from Cardiff, Swansea, and Birmingham. Passengers from Queenstown, Dublin, North Wales, and Chester, approaching *via* Warrington, may likewise join these expresses at Manchester (*Exchange Station*). Speaking generally, the services to Leeds are in direct connection with all parts of the extensive territory served by the "*North Eastern Railway*."

THE first section of our journey eastwards will lead us over the metals of the original "*Liverpool and Manchester Railway*," the germ of the present "*London and North Western*" system, and the first passenger line of the country. It was promoted in 1821 by a few enterprising merchants of Liverpool with a view to provide additional means of transport for the rapidly increasing tonnage of raw cotton demanded by the mills of the Manchester district, and after many delays their Bill received Parliamentary sanction in March, 1826. The engineering works were successfully accomplished by George Stephenson, the "Father of the British Railway

System," who likewise designed the celebrated locomotive known as the "Rocket," which on the memorable 15th of September, 1830; triumphantly drew the first train from Liverpool to Manchester, a journey now accomplished by the famous "*North Western*" expresses within forty-five minutes.

Leaving *Lime Street*, LIVERPOOL, we quickly pass EDGE HILL, BROAD GREEN, ROBY, and HUYTON, a favourite residential resort. At this point the Scotch expresses from Liverpool diverge, *via* PRESCOT, THATTO HEATH, ST. HELENS, GARSWOOD, and BRYNN, to WIGAN, whence they travel, *via* Preston and Carlisle, to Edinburgh, Glasgow, and Aberdeen. Resuming our journey by the express route to Manchester, we soon run by HUYTON QUARRY, RAINHILL, and LEA GREEN to ST. HELENS JUNCTION, with a distant view of the town on our left, and proceed over Parr Moss to COLLINS GREEN, which is succeeded by EARLESTOWN JUNCTION, where are the extensive waggon works of the "*London and North Western Railway*," covering an area of thirty-five acres, employing some thousand hands, and, on the average, producing a new waggon every thirty minutes—a wonderful annual total, but not beyond the requirements of the goods traffic, when we remember that over 40,000 waggons are in daily use. The branch diverging on the right joins the main line at Warrington. NEWTON-LE-WILLOWS, memorable for a battle in which the Highland adherents to the Pretender met with a defeat, is also well known as the seat of the extensive printing works of Messrs. McCorquodale and Company, Limited. After crossing the main line of the "*London and North Western Railway*" from Euston to Carlisle we pass Polrush Junction, where, in 1830, occurred the lamentable fatal accident to Mr. Huskisson, M.P., who is commemorated by a tablet upon the adjoining wall. At KENYON JUNCTION passengers from Liverpool change for Leigh, Tyldesley, and Bolton. Still speeding eastwards, we rapidly proceed by GLAZEBURY and ASTLEY, passing over the celebrated Chat Moss to BARTON MOSS, and onwards by PATRICROFT, ECCLES, WEASTE, SEEDLEY, CROSS LANE, and ORDSALL LANE (*for Salford*), ere we reach

MANCHESTER,

Exchange Station

(*For Oldham, Huddersfield, Halifax, Bradford, Leeds, York, Hull, Scarborough, Whitby, Darlington, Durham, Harrogate, Ripon, Stockton, Middlesbrough, West Hartlepool, Sunderland, and Newcastle-upon-Tyne*),

Fares from Liverpool—1st, 5/6; 2nd, 4/-; 3rd, 2/6. Return—1st, 8/-; 2nd, 6/-; 3rd, 4/6.

31½ miles from Liverpool, 42½ from Leeds, and 213 from Glasgow. This station, which stands on the Salford side of the Irwell, is

centrally situated for the business portion of the city, and also for communication with the chief towns of Lancashire, Yorkshire, Durham, and Northumberland, being on the main through route from Liverpool to Manchester and the North-Eastern Counties. Two of the more important services from the *Exchange Station* are those that run to Bolton and to Wigan for connections with the "West Coast" expresses to Scotland. The Bolton trains bear away from the main Liverpool and Manchester line at Eccles, and proceed through WORSLEY, WALKDEN, LITTLE HULTON, PEEL HALL, and PLODDEE LANE to BOLTON, which is also approached from Euston *via* Warrington. The through expresses from Manchester to Wigan for the North run *via* WORSLEY through ELLENBROOK, and TYLDESLEY—whence a line on the left communicates with LEIGH and BEDFORD—CHOWBENT, HINDLEY GREEN, and PLATT BRIDGE, ere they enter WIGAN, where they join the trunk route for the Lake District, and Carlisle for Edinburgh, Glasgow, Perth, Aberdeen, and the Highlands. From the *Exchange Station*, Manchester, passengers can also depart for Chester, and covering the previous route as far as ECCLES run on by PATRICKROFT, BARTON MOSS, ASTLEY, GLAZEBURY, KENYON JUNCTION, and NEWTON-LE-WILLOWS, to EARLESTOWN JUNCTION and WARRINGTON. Hence trains proceed through DARESBURY and NOBTON to HALTON, where they effect a junction with the Liverpool line and over the Weaver Canal speed by FRODSHAM, HELSBY, and DUNHAM HILL to the city of CHESTER, which is in direct connection with the main line through North Wales to Holyhead for Kingstown, Dublin, Limerick, Waterford, Killarney, Cork, Queens-town, Galway, Westport, Sligo, Enniskillen, Londonderry, Portrush, Belfast, and other stations of Ireland. A connection from the *Exchange Station* *via* Droylesden is made with the main line to Euston, likewise with Stockport for Buxton. Manchester, with its main-line station for Euston and Birmingham at *London Road*, is noticed at page 341. With regard to the *Exchange Station*, we may remark that it is a handsome modern structure supplied with a letter-box, a telegraph office, a bookstall, and refreshment-rooms.

After a brief pause at Manchester we cross the Irwell ere passing through the *Victoria Station*, MILES PLATTING, and PARK. We then run on to CLAYTON BRIDGE, DROYLESDEN, and

ASHTON-UNDER-LYNE

(*For Oldham and Rochdale*),

Fares from Euston—1st, 24/3; 2nd, 20/-; 3rd, 15/14. Return—1st, 48/4; 2nd, 40/-; 3rd, 30/3.

184½ miles from Euston and 7 from Manchester. Ashton-under-Lyne is a prosperous seat of the cotton manufacture, and also the centre of a colliery district. The Town Hall, the Warrington

Club, the magnificent Infirmary, and the parish church of St. Michael are the principal public buildings. (*Population*—40,494.) Daily Press—*Ashton Evening Reporter*. Weekly—*Ashton-under-Lyne Herald, Ashton Reporter, Ashton Standard*. Passengers can here exchange carriages and proceed northwards through PARK BRIDGE to

OLDHAM,

Clegg Street and Glodwick Road

Fares from Euston—1st, 23/2; 2nd, 20/6; 3rd, 15/3½. Return—1st, 50/1; 2nd, 41/-; 3rd, 30/1½.

188½ miles from Euston and 8 from Manchester. Oldham is a town of some antiquity, although its recent history has been chiefly associated with the development of its vast textile resources. Its principal architectural features are the Town Hall, an imposing Ionic composition, the Central and North Moor Free Libraries and Reading Rooms, the Public Baths, the Infirmary, and the Victoria Market; also the General Post Office, the Lyceum, and the Science and Art Schools, in Union Street. (*Population*—131,463.) Daily Press—*Oldham Daily Advertiser, Oldham Daily Standard, Oldham Evening Chronicle*. Weekly—*Oldham Chronicle, Oldham Standard*. An extension of the "North Western" service is obtained by through bookings over the "Lancashire and Yorkshire" system, which extends from the *Mumps* and *Central Stations* of OLDHAM, through SHAW, NEW HEY, and MILNROW, to

ROCHDALE,

Fares from Euston—1st, 26/5; 2nd, 21/1; 3rd, 16/0½. Return—1st, 52/-; 2nd, 42/-; 3rd, 32/1.

195½ miles from Euston. Rochdale is an important manufacturing centre, interested in the production of woollens and the heavier classes of cotton goods. Collieries and stone quarries also abound. The chief buildings are the Town Hall, the Free Library, and numerous churches. A market is held on Monday. (*Population*—71,458.) Press—*Rochdale Observer, Rochdale Star, Rochdale Times*.

Returning to ASHTON, we continue our journey from Liverpool and Manchester to Leeds, and presently on the right join the main line from Stockport, which effects a connection with the "*Manchester, Sheffield, and Lincolnshire*" system, and approaches

STALYBRIDGE

(*For Stockport and Crewe*),

Fares from Liverpool—1st, 6/9; 2nd, 5/-; 3rd, 3/1. Return—1st, 9/9; 2nd, 7/1; 3rd, 5/6.

186 miles from Euston and 7 from Manchester. A portion of Stalybridge town is really in the parish of Ashton-under-Lyne, and likewise engaged in the cotton manufacture. Beyond the Town Hall, some well-designed churches, and numerous mills, Stalybridge cannot be considered rich in architectural features. A market is

held on Saturday. At the railway station are a letter-box and two bookstalls. (*Population—26,783.*) Press—*Stalybridge Herald, Stalybridge Reporter, Stalybridge Standard.*

PRESUMING that we approach Ashton, Oldham, Rochdale, Stalybridge, Huddersfield, Halifax, Bradford, Leeds, Hull, York, Scarborough, Harrogate, Ripon, Stockton, Sunderland, and Newcastle-upon-Tyne by the "*North Western*" services from London, Birmingham, Plymouth, Torquay, Exeter, Taunton, Weymouth, Bristol, Cardiff, or Swansea, we should travel *via CREWE*. Certain trains from the West of England and South Wales now comprise through carriages for Leeds; but in the event of an exchange being necessary, it would most probably take place at STOCKPORT. Thence the journey is continued over a lofty viaduct leading to HEATON NORRIS, and bearing away to the right, by REDDISH and DENTON, to ASHTON (*Oldham Road*), PARK BRIDGE, OLDHAM (*Clegg Street and Glodwick Road*), and ROCHDALE. The Stalybridge trains after leaving DENTON run through HOOLEY HILL for GUIDE BRIDGE. The Stockport trains continue their journey through DUKINFIELD and ASHTON (*Park Parade*) ere they enter STALYBRIDGE. Again exchanging trains, we join the main line from Liverpool and Manchester to Leeds, Hull, York, and the North Eastern Counties of England. Quitting Stalybridge, with high land on the left, and the busy vale of the Tame to the right, we soon run through two short tunnels, and pass MOSSLEY. Our route now lies through the hill district on the borders of Yorkshire, which is entered ere we reach GREENFIELD, whence a branch service runs to DELPH, a populous village, while another short line extends through GROTON and LEES to OLDHAM (*Glodwick Road and Clegg Street*).

Still progressing, we presently cross a picturesque ravine, through which flow the Tame and its accompanying canal, and on the right perceive SADDLEWORTH. In the same direction we may observe a line of railway which is in reality the doubling of the route from Stalybridge, in Yorkshire. The Directors of the Company, instead of laying down four lines of railway side by side, decided to give new accommodation to the residents on the opposite side of the Tame, and the recently opened route from Stalybridge to Diggle thus serves the residential stations at STALEY AND MILLBROOK, MICKLEHURST, FRIEZLAND, and UPPER MILL. After passing DIGGLE, we plunge into the Standedge Tunnel, running for over three miles through the boundary hills of York and Lancashire, which are also pierced by the Huddersfield Canal. Once more in the daylight, we come to MARSDEN and SLAITHWAITE, and then reach GOLCAR. On our right we may see the Colne river and the Huddersfield Canal, ere we pass LONGWOOD, and approach

HUDDERSFIELD

(For Kirkburton, Meltham, Holmfirth, Halifax, and Bradford),

Fares from Liverpool— 1st, 9/6; 2nd, 7/3; 3rd, 4/9. Return—1st, 15/3; 2nd, 11/6; 3rd, 9/-.
 „ „ Manchester— „ 4/3; „ 3/3; „ 2/3. „ „ 7/3; „ 5/6; „ 4/6.

103½ miles from Birmingham, 57½ from Liverpool, 25½ from Manchester, and 16½ from Leeds. Huddersfield, a populous town, situated in the valley of the Colne, may be called the principal seat of the fancy woollen manufacture, including the production of cloths, serges, coatings, trouserings, vestings, tweeds, shawls, cashmeres, and dress fabrics. Its Town Hall is a stately structure, which includes a council chamber, mayor's parlour, and other corporation offices. The Ramsden Estate Buildings are another ornamental pile of architecture. Here, too, are several imposing churches, a foundation Grammar School; a Mechanics' Institution, with a well-stocked library; a handsome Gymnasium; and a Technical School. Business on the Wool Exchange is conducted daily, but the general markets are on Tuesday, Friday, and Saturday. The General Post Office is in Northumberland Street.

Huddersfield Station, a commodious structure opening on St. George's Square, is conjointly used by the "*London and North Western*" and the "*Lancashire and Yorkshire*" railways. It owns a wall letter-box, two bookstalls, and refreshment-rooms. By means of the direct "*North to West Expresses*" passengers may now travel from Huddersfield to Cardiff; likewise to Bristol, where connections can be made with the fast trains of the "*Great Western Railway*" for the chief towns in the West of England; also with the services to Weymouth for the Channel Islands. Passengers exchange carriages at Huddersfield for the "*North Western*" branch trains that run *via* DEIGHTON, KIRKHEATON, and FENAY BRIDGE to KIRKBURTON; also for the "*Lancashire and Yorkshire*" services which proceed to MELTHAM and HOLMFIRTH. Other local trains afford communication with HALIFAX and BRADFORD, two busy centres of the West Riding. The leading hotels of Huddersfield are the "*George*," the "*Imperial*," the "*Queen*," and the "*Cherry Tree*." (Population—95,422.) Daily Press—*Huddersfield Daily Chronicle*, *Huddersfield Examiner*. Weekly—*Huddersfield Chronicle*, *Huddersfield Examiner*, *Huddersfield Weekly News*.

(For an illustration of Huddersfield, see Supplementary Pictorial Pages.)

Before continuing our journey towards Leeds we must diverge from Huddersfield by the branch lines that afford direct communication with Halifax and Bradford. Presuming that we first travel *via* BRADLEY, *Brighouse* for *Rastrick*, *Elland*, *Greatland*, and *North Dean*, we shall presently reach

HALIFAX,

Fares from Liverpool— 1st, 10/9; 2nd, 8/-; 3rd, 5/2½. Return—1st, 18/9; 2nd, 12/9; 3rd, 9/11.
 „ „ Manchester— „ 5/3; „ 4/-; „ 2/8½. „ „ „ 8/9; „ 6/9; „ 5/-.

10 miles from Huddersfield and 7 from Bradford. Although Halifax is now chiefly remarkable for its handsome buildings and other improvements of the nineteenth century, it is actually a town of considerable antiquity, possesses a handsome Perpendicular parish church, and for more than three centuries has been closely identified with the woollen trade of the West Riding. At present it is mostly celebrated for its worsted-spinning and carpet-weaving. Its principal architectural feature is the imposing Town Hall, designed by Sir Charles Barry, and opened by H.R.H. the Prince of Wales. On Skircoat Heath is the ancient foundation of Queen Elizabeth's Grammar School; while the splendid structure devoted to the Orphan Home and School founded by the late Sir Francis Crossley in conjunction with his brothers, stands on Skircoat Moor. The People's Park, with its picturesque walks, lakes, fountains, and decorative statuary, is another lasting memorial to the liberality of the late Baronet. The General Post Office is in George Street. A market is held on Saturday. The station has a pillar letter-box, a telegraph office, a bookstall, and a refreshment-room on the down platform. The leading hotels are the "White Swan," the "Old Cock," and "Maude's Temperance Hotel." (*Population*—82,864.) Press—*Halifax Courier*, *Halifax Guardian*, *Halifax Times*.

Before extending our journey from Halifax through *Hippersholme*, *Lightcliffe*, *Wyke*, and *Low Moor*, to BRADFORD, we will return to Huddersfield, in order that we may notice two other services that likewise depart thence for the great worsted manufacturing centre of Yorkshire. One of these routes to BRADFORD lies through BRADLEY, MIEFIELD, *Heckmondwike*, *Liversedge*, and *Cleckheaton*; but the favourite express service runs *via* CLIFTON ROAD and BAILIFF BRIDGE direct to

BRADFORD,

Fares from Liverpool— 1st, 11/9; 2nd, 9/-; 3rd, 5/10½. Return—1st, 18/6; 2nd, 14/8; 3rd, 11/2.
 „ „ Manchester— „ 6/3; „ 5/-; „ 3/4. „ „ „ 10/6; „ 8/6; „ 6/6.

17 miles from Huddersfield and 7 from Halifax. Bradford, the headquarters of the long wool or worsted manufacture, is seated in a deep valley. Amongst the many noble structures which owe their existence to the Corporation, few can equal the palatial Municipal buildings. The Exchange possesses a spacious news-room; and the hall, where the principal business is transacted on Monday, Wednesday, and Saturday, contains a fine statue of the late Richard Cobden. Especially worthy of note is the Technical School, which provides a valuable educational agency for the industrial classes. It was

opened in 1882 by H.R.H. the Prince of Wales. Bradford Grammar School, founded in the reign of Charles II., now occupies an imposing pile of Early English buildings. Literary and art culture is provided by the magnificent premises of the Mechanics' Institution and Museum, which comprises a library of 12,000 volumes, and a School of Art affiliated to South Kensington. Amongst other points of note we must mention the fine covered area of the Market Hall, comprising nearly two hundred stalls; the spacious classical edifice of St. George's Hall with accommodation for three thousand persons; also the Court House, the Church Institute, and the Gymnasium. Horton and Bowling Parks are on the southern outskirts, while to the north the grassy slopes of Peel Park and the well-wooded expanse of Manningham Park afford delightful retreats. The General Post Office is in Forster Square. The "*Lancashire and Yorkshire*" railway station is provided with a letter-box, a telegraph office, a bookstall, and refreshment-rooms. Amongst the leading hotels are the "Victoria," the "Alexandra," the "Talbot," and the "George." (*Population*—216,361.) Daily Press—*Bradford Daily Telegraph*, *Bradford Observer*. Weekly—*Bradford Citizen*, *Bradford Observer Budget*, *Bradford Weekly Telegraph*.

Resuming our journey from HUDDERSFIELD to Leeds, we pass BRADLEY, cross the Colne, and enter MIRFIELD, a junction for *Heckmondwike* and *Bradford*, also for *Wakefield* and *Normanton*. Here are a letter-box, a telegraph office, a bookstall, and refreshment-rooms. Within another few miles we come to

DEWSBURY,

Fares from Liverpool—1st, 11/-; 2nd, 8/-; 3rd, 5/6. Return—1st, 17/3; 2nd, 12/9; 3rd, 10/5. 65 miles from Liverpool, 33½ from Manchester, and 9 from Leeds. Dewsbury is a manufacturing town on the banks of the Calder, noted for its fancy and heavy woollen goods. Markets are held on Wednesday and Saturday. The General Post Office is in the Market Place. At the station are a letter-box, a telegraph office, a bookstall, and refreshment-rooms. Hotel—The "Royal." (*Population*—29,847.) Press—*Dewsbury Chronicle*, *Dewsbury Reporter*. After passing STAINCLIFFE and BATLEY CARR we come to

BATLEY

(*For Birstal*),

Fares from Liverpool—1st, 11/3; 2nd, 8/3; 3rd, 5/6. Return—1st, 17/0; 2nd, 13/-; 3rd, 10/6. 8 miles from Leeds. Batley is a seat of the shoddy trade, and owns an ancient Grammar School. The General Post Office is in Commercial Street. Here diverges the branch that, *via* CARLINGHOW, extends to BIRSTAL, a manufacturing and colliery centre. A letter-box, refreshment-room, and bookstall are on the down platform. Hotel—The "Station." (*Population*—28,719.) Press—

Batley News, Batley Reporter. After leaving Batley we rapidly pass MORLEY CHURWELL, WORTLEY, and FARNLEY, ere we approach

LEEDS,

New Station

(For *Selby, Hull, and Beverley; York, Malton, Scarborough, and Whitby; Filey and Bridlington; Saltburn and Redcar; Darlington and Durham; also for Harrogate, Ripon, Stockton, Middlesborough, the Hartlepoons, Sunderland, and Newcastle-upon-Tyne*),

Fares from Liverpool—	1st, 12/6;	2nd, 9/3;	3rd, 6/1.	Return—1st, 19/9;	2nd, 14/9;	3rd, 11/6.
“ “ Manchester—	“ 7/6;	“ 5/3;	“ 3/7.	“ “ 11/9;	“ 8/9;	“ 7/.
“ “ Bristol—	“ 27/9;	“ 22/3;	“ 16/9.	“ “ 35/6;	“ 44/6;	“ 33/6.
“ “ Birmingham—	“ 15/5;	“ 12/1;	“ 9/4.	“ “ 30/10;	“ 24/8;	“ 18/9.

74 miles from Liverpool and 42½ from Manchester, which are respectively reached by an express service in two and a half and one and a half hours. Leeds, seated on the banks of the Aire, owns “North Western” connections with Birmingham, the Midland Counties, and South Wales *via* Crewe; also with Bristol, Plymouth, and the West of England *via* the Severn Tunnel. Chester, North Wales, and Ireland may be reached *via* Manchester (*Exchange Station*). The history of Leeds can be traced to the seventh century, when a royal villa of the Northumbrian kings, and a monastery, presided over by one Abbot Thrydwulf, were seated near the borders of the great forest of Elmete. With the settlement of certain Flemish weavers in 1331 came the dawnings of its mercantile prosperity, for it was not until the fourteenth century that it began to assume a position of importance. As time wore along, slowly but surely grew the great staple industry, and with it the streets and buildings of the old town. At the commencement of the present century the duties were removed from imported wool, and, with the assurance of an ample supply of raw material, warehouses, mills, public buildings, and houses sprang rapidly into existence, affording employment, culture, or shelter for a vastly-increasing population. In addition to the masses centred at Leeds itself, numerous tributary villages within a certain area contained many small farmers and domestic manufacturers, who united wool growing and spinning with agriculture, and brought their products to the market centre, Leeds. These were days when the cloth halls principally flourished, the year 1758 having witnessed the institution of the Mixed Cloth Hall, with accommodation for 1,238 stalls, followed in 1775 by the opening of the White Cloth Hall. During the present century the introduction of steam-power, important machinery, and the supply of first-class Australian wool, have unitedly tended to an enormously-increased production. It will doubtless be remembered that Leeds is more especially the seat of the short-milled wool trade, such as closely-woven cloths with invisible thread, more correctly termed clothing. In addition to the

prevailing woollen industry, the linen, iron, glass, leather, and other local manufactures are of considerable extent.

Amongst notable remains of the olden time is St. John's Church, founded in the seventeenth century by a wealthy clothier, John Harrison, whose remains rest in the chancel. The parish church of St. Peter was rebuilt in 1840, at a cost of nearly £50,000, the interior details of ornamental pavement, rich oaken carving, fine stained windows, and handsome memorials producing an impressive effect. But undoubtedly the greatest token of past benefactors consists in Shen-



RUINS OF KIRKSTALL ABBEY, LEEDS.

field's Grammar School, which occupies a modern range of buildings erected on Woodhouse Moor.

Amongst the stately structures which beautify the town of Leeds is the Town Hall, approached by a noble portico of Corinthian columns, and surmounted by a splendid clock-tower. The principal mercantile buildings include the imposing elevation of the Royal Exchange, the handsome Corn Exchange, the Stock Exchange, and the Commercial Buildings, with their spacious news-room and offices. Numerous stately warehouses and shops also afford ample proof as to the prosperity of the local industries. The General Post Office is in Wellington Street. Roundhay Park is a most attractive resort, being laid out with lawns, woods, ornamental water, and



NORTH STAFFORDSHIRE RAILWAY.

THE NORTH STAFFORDSHIRE RAILWAY, *which is widely celebrated for the highly picturesque character of its river, rock, and woodland scenery, supplies the means of communication with the numerous art porcelain manufactories that may be found in the vicinity of Stoke-upon-Trent and the Potteries. Its metals are in direct connection with the*



THE STRAITS, DOVEDALE.

LONDON & NORTH WESTERN RAILWAY,

via

NUNEATON, COLWICH, STAFFORD, & CREWE
FROM THE SOUTH,

ALSO *VIA* STOCKPORT & MACCLESFIELD
FROM THE NORTH;

*likewise with the chief traffic
systems throughout the
United Kingdom.*

AMONGST the many places of great interest on this Company's line, for which Tourist and Excursion Tickets are issued each season from LONDON, BIRMINGHAM, LIVERPOOL, MANCHESTER, LEEDS, HUDDERSFIELD, and the chief towns of LANCASHIRE, YORKSHIRE, and the MIDLANDS, are:—

RUDYARD, with its Lake, 120 acres in extent. Boating and Fishing can be obtained on application to the Proprietor of the Rudyard Hotel.



ASHBOURNE CHURCH.
(From a Photograph by Mr. R. Keene, Derby.)

HARECASTLE, for Clough Hall and Grounds.

STOKE, for the celebrated China Works of Messrs. Wedgwood, Minton, Copeland, Brown-Westhead, Moore, & Co., Doulton & Co., and others, through which visitors are readily conducted.

TRENTHAM, for the Hall, Park, and Grounds; the latter of which are open to the public, by kind permission of the Duke of Sutherland.

SANDON, for its beautiful Park (which is, by kind permission of the Earl of Harrowby, open to the public) and Gardens.

TUTBURY, for its ancient and historical Castle, and fine Church.

Also the magnificent Rock, Water, Wood, and Dale Scenery of the Churnet and Dove Valleys, through which Tourists travel over this line.

All information as to train service, cheap tickets, &c., from and to this Company's System, can be obtained on application to any of the Company's Agents, or to

W. D. PHILLIPPS,
TRAFFIC MANAGER.

Railway Offices, Stoke-on-Trent.

LEEK, for the Roaches, Morridge, Gun, Ludchurch, Danebridge, and Thor's Cave.

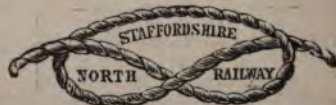
ALTON, for the Towers, Gardens, and Castle. (The Gardens and Grounds of Alton Towers are, by kind permission of the Earl of Shrewsbury, open to the Public, during the Summer Season, several days each week.)

ASHBOURNE, for its splendid church.
DOVE-DALE, Beresford Dale, Mill Dale, Ilam, Tissington Spires and Wells, Thorpe, &c. First-rate Fishing can be obtained on application to the Hotel Proprietors in the Dove-Dale District.

FROCHALL, for the great Limestone Quarries at Caldon Low. Geologists, Field-Naturalists, &c. should not fail to visit here.

DENSTONE, for the College and the ancient ruins of Croxden Abbey, and Weaver Hills

CONGLETON, for the beautiful Old Church at Astbury, and Moreton Old Hall.



flower-beds. In the neighbourhood of Leeds are Kirkstall Abbey, an interesting mediæval ruin; Harewood House, the seat of the Earl of Harewood; and Temple Newsam, remarkable for its pictures.

The *New Station* furnishes an important junction between the "*London and North Western*" and "*North Eastern*" railways, both systems using this terminus. The "*North Western*" has daily express through services from Liverpool and Manchester *via* Leeds respectively to Hull, to York, and to Newcastle-upon-Tyne. By means of the direct "*North to West Expresses*" passengers may now travel from Leeds *via* Stalybridge, Stockport, Crewe, Shrewsbury, and Hereford to Cardiff; likewise *via* the Severn Tunnel to Bristol, where connections can be made with the fast trains of the "*Great Western Railway*" for Weston-super-Mare, Ilfracombe, Exeter, Torquay, Dartmouth, Plymouth, Falmouth, Penzance, and other towns in the West of England; also with the services to Weymouth for the Channel Islands. A through carriage runs to Bristol, likewise to Newport and Cardiff. Another important railway service from Yorkshire and the North of England is supplied by connections at Stockport with the expresses that travel over the "*North Staffordshire Railway*" *via* Macclesfield, Congleton, and Longport to Stoke-upon-Trent, the capital of the Potteries. Here passengers can join the various local services for Hanley, Burslem, Longton, and Newcastle-under-Lyme. At Macclesfield an exchange of trains affords access through Rudyard, Leek, and Alton—famous for the beautiful gardens of Alton Towers—to Rocester Junction, whence a short branch extends towards Ashbourne, a pleasant market town of Derbyshire, which is a convenient starting-point for excursions through Dovedale. Passengers can also, at Stockport, join the "*London and North Western*" trains for the health resort of Buxton. *Leeds Station* is supplied with a letter-box, a telegraph office, book-stalls, and refreshment-rooms. The leading hotels are the "*Queen's*," the "*Great Northern*," the "*Griffin*," the "*Bull and Mouth*," the "*Imperial*," and the "*Trevelyan*" temperance hotel.

Daily Press—*Leeds Daily News*, *Leeds Evening Express*, *Leeds Mercury*, *Yorkshire Post*. Weekly—*Leeds Mercury*, *Leeds Saturday Journal*, *Leeds Times*, *Leeds Weekly Express*, *Yorkshire Post*.

(For an additional illustration of Leeds, see Supplementary Pictorial Pages.)

Having brought our travellers as far as Leeds, we now will briefly describe the three distinct main lines and express routes, for carriages from Liverpool and Manchester, that diverge from this important "*North Western*" terminus. We should again remind our readers that the West Riding metropolis is actually the chief point where the metals of the "*London and North Western*" and those of the "*North Eastern*" systems effect a coalescence, thus affording

an unbroken line of iron roads extending over some 3,500 miles. The "*North Eastern Railway*," which serves the important counties of Yorkshire, Durham, and Northumberland, owns an authorised capital of £59,834,554, and controls the traffic over 1,615 miles of well-laid permanent way. It is somewhat remarkable that the services demanding our attention practically resolve themselves into journeys over the three divisions that comprise the great county of Yorkshire. Hence our first departure will lead us through the East Riding *via* Selby for Hull; the second will bring us to York and across the North Riding for Scarborough and Whitby; while our third destination will call for a run through the picturesque West Riding *via* Harrogate and Ripon, whence we shall speed over the North Riding ere we enter Durham for Sunderland, and finally arrive at our terminus, the city of Newcastle-upon-Tyne.

Without further preface we will describe the route from Liverpool to Hull. After a few minutes' pause at Leeds the express departs from the *New Station*, pauses at *Marsh Lane*, and then runs by way of CROSS GATES, GARFORTH, MICKLEFIELD, and SOUTH MILFORD, to GASCOIGNE WOOD, HAMBLETON, and SELBY, a substantial market town, chiefly interesting for its fine ancient abbey church, a stately structure of the twelfth century, containing much fine Norman and Decorated work. A few miles farther we pass HEMINGBOROUGH and WRESSLE, where are the remains of Wressle Castle, formerly a stronghold of the Percys. At HOWDEN is a magnificent collegiate parish church, affording a choice example of the Decorated English and Perpendicular periods. Speeding eastwards through EASTRINGTON, STADDLETHORPE, BROUGH, FERRIBY, and HESSLE, we reach

HULL,

Paragon Station

Fares from Liverpool—1st, 17/9; 3rd, 9/11½. Return—1st, 22/5; 3rd, 19/5.

119½ miles from Liverpool. Hull, the third seaport of the United Kingdom, is a large town on the north bank of the Humber. It is the principal centre of the Baltic trade, enjoys important maritime interests throughout the North of Europe, also with the Mediterranean, the East, and the West; and owns a fleet of deep-sea fishing boats. Here, too, are mills for the preparation of feeding stuffs, engineering establishments, and various local manufactures. The extensive dock system is traversed by lines of railway that place it in immediate connection with all parts of the "*London and North Western*" system. Amongst the more noteworthy public buildings are the noble parish church, a Gothic edifice dedicated to the Holy Trinity; the Town Hall; the Merchants' Exchange; the *Dock Offices*; and the Museum of the Royal Institution. Close to

the Prince's Dock is a fluted Ionic column commemorating William Wilberforce, of slavery emancipation fame, who in 1759 was born at Hull. In the Market Place is the General Post Office. A corn market is held on Tuesday, and Thursday is an early-closing day. At the station are a letter-box, a telegraph office, a bookstall, and refreshment-rooms. Hotels—The "Royal"—which is under the management of the Company—the "George," the "Cross Keys," "Glover's," the "Victoria," and the "Imperial." Daily Press—*Eastern Morning News*, *Hull Daily Mail*, *Hull News*. Weekly—*Hull Globe*, *Hull Times*, *Hull Express*, *Hull Weekly News*.

Returning to LEEDS (*New Station*), we resume our journey with the through carriagos for York, which during the summer months also run on to Scarborough. After a pause at *Marsh Lane Station* we travel through CROSS GATES and GARFORTH to MICKLEFIELD, where we diverge from the Hull route, and by a north-easterly line come to CHURCH FENTON. From this point we proceed northward, successively passing ULLESKELF, BOLTON PERCY, and COPMANTHORPE, ere we arrive at

YORK

(*For Malton, Bridlington, Whitby, and Scarborough; Stockton, Middlesborough, Redcar, and Saltburn; also via Darlington to Durham, Sunderland, and Newcastle-upon-Tyne*),

Fares from Liverpool—1st, 15/10; 3rd, 8/4. Return—1st, 28/5; 3rd, 15/7.

97½ miles from Liverpool. The walled city of York is one of the most interesting urban centres of Great Britain. Nearly two thousand years have elapsed since the Romans here founded their *Eboracum*, the headquarters of the Sixth Legion. But York has alike been successively held and preserved by Saxons, Danes, Normans, Plantagenets, Tudors, Stuarts, and Hanoverians, and is still honoured as the capital of the largest English county, the Metropolis of the Northern Province, and a spot which is inalienably associated with the national history of England and its people. York Cathedral is a magnificent study of those Early English, Decorated, and Perpendicular periods which form the Gothic style of our national church architecture. Possibly its most striking features are the stately west front, the nave, and the choir, not forgetting the traceried windows, with their stores of richly-painted glass. Not far distant, on the banks of the Ouse, are the ruins of St. Mary's Abbey and the remains of St. Leonard's Hospital, two mediæval foundations which, with some fragments of the Roman wall, may be seen within the ornamental grounds and botanical gardens of the Yorkshire Philosophical Society. The ancient Hospitium is used for the reception of a museum consisting of British, Roman, and Saxon antiquities, which have been discovered at York. Other attractions of the city are

its fifteenth-century Guildhall, the Mansion House of the Lord Mayor of York, and the remains of York Castle; also such quaint mediæval gateways as Bootham Bar, Monk Bar, Walmgate, Micklegate, and the Fishergate postern.

As a nineteenth-century seat of civic enterprise, education, philanthropy, agriculture, and commerce, York is in nowise deficient. Hence we will simply remark that it is well supplied with handsome public buildings, including the premises of the Yorkshire Fine Art and Industrial Institute, and those of the York Institute of Science, Art, and Literature; a commodious Theatre; and three Assembly Rooms. The principal club-houses belong to the Yorkshire Club, Museum Street; the Conservative Club, in Coney Street; and the Liberal Club, in Clifford Street. Three excellent educational foundations are the Royal School of St. Peter, Archbishop Holgate's Free Grammar School, and the Wilberforce School for the Blind. A market is held at the Corn Exchange on Saturday, and Wednesday is an early-closing day. In Lendal is the General Post Office.

Lastly, we must speak of York as a railway centre for all parts of Yorkshire, Durham, or Northumberland. Seeing that we are about to describe the direct route from Leeds *via* Harrogate and Ripon to the ports of the Tees, the Wear, and the Tyne, we will here confine our remarks to the services that more particularly affect the eastern seaboard of Yorkshire. Chief of these trains are those that run *via* Malton direct to SCARBOROUGH, the fashionable watering-place of the north-eastern counties, which during the summer months may be reached in through carriages from Liverpool and Manchester. From this trunk route at *Billington Junction* diverges the road that extends through *Pickering* to WHITBY, a charming high-class health resort, which is connected by a coast-line with SALTBURN and REDCAR. From *Seamer*, a southern coast-route affords access to FILEY and BRIDLINGTON, two watering-places that are also approachable from York *via* Market Weighton. The main line from York to DARLINGTON likewise supplies a road to STOCKTON, MIDDLESBOROUGH, REDCAR, and SALTBURN. At *York Station* are a letter-box, a telegraph office, a bookstall, and refreshment-rooms. The "Royal Station Hotel" is most pleasantly situated, and is under the management of the Company. Other leading hotels are the "North Eastern," the "Black Swan," and Harker's "York Hotel." (*Population*—66,984.) Daily Press—*Yorkshire Chronicle*, *Yorkshire Herald*, *York Evening Press*. Weekly—*Yorkshire Chronicle*, *Yorkshire Gazette*, *Yorkshire Weekly Herald*.

Again departing from LEEDS (*New Station*), we now travel by one of the favourite expresses that run between Liverpool and

Newcastle-upon-Tyne. After a pause at HOLBECK we pass HEADINGLEY, where we gain a fine view on our left of Kirkstall Abbey, a beautiful ruin of the Cistercian monastery here founded by the banks of the Wharfe. Then running by ARTHINGTON we pass WEETON, PANNAL, and STARBECK, ere we pause at

HARROGATE,

Fares from Liverpool—1st, 14/4; 3rd, 7/7. Return—1st, 24/2; 3rd, 14/6.

91 miles from Liverpool. This charming health resort of the West Riding occupies a considerable area, and may be described as consisting of three irregular divisions—viz., Central Harrogate, which surrounds the railway station, and contains the principal business establishments; Upper Harrogate, best known for the Stray and its two chalybeate springs, the Tewitt Well and the John Well; and Low Harrogate, where will be found the chief pump-rooms and baths. The more powerful sulphureous or saline and magnesian waters can be obtained at the Royal Pump Room, also at the Montpellier Baths and Pump Room; while similar but somewhat milder springs rise at the Boys Wells, most pleasantly situated in the Boys Hill Park. Excellent bathing accommodation can be obtained at the Victoria Baths and the Montpellier Baths. At the station are a letter-box, a telegraph office, a bookstall, and refreshment-rooms. Hotels—The "Prospect" and the "North Eastern," at Central Harrogate; the "Crown" and the "White Hart," at Low Harrogate; and the "Queen's," the "Granby," the "Prince of Wales," and the "Royal," at High Harrogate. Two of the hydropathic establishments are the "Harrogate" and the "Imperial." High-class boarding-houses are represented by "Beech Wood" and the "Grosvenor." (*Population*—13,917.) Press—*Harrogate Advertiser, Harrogate Herald.*

(For illustrations of Harrogate, see Supplementary Pictorial Pages.)

After leaving Harrogate the express passes NIDD BRIDGE, then running by WORMALD GREEN it rapidly approaches

RIPON

(For Pateley Bridge, Knaresborough, and Wetherby),

Fares from Liverpool—1st, 16/6; 3rd, 8/6½. Return—1st, 27/9; 3rd, 16/5.

102½ miles from Liverpool. The city of Ripon, which has existed for many centuries, and possesses the second corporation established within the limits of England, is pleasantly situated at a point where the Ure and the Skell, two famous angling rivers of Yorkshire, effect a confluence of their waters. During recent years Ripon has promised to become a favourite centre of residence, also a holiday centre for those who prefer the quiet attractions of a beautiful

rural district to the bustle of fashionable seaside or inland watering-places. Seeing that the city presents a clean bill of health, owns good private houses, and affords the advantages of an excellent foundation Grammar School, the former movement appears likely to gain strength; while the possession of a grand cathedral church, the proximity of the charming demesne of Studley Royal—within which will be found the romantic ruins of Fountains Abbey—the picturesque woodland and river scenery of Hackfall, and numerous trips by railway afford endless attractions for tourists. Its chief architectural ornament is the grand old cathedral dedicated to St. Wulstan, a massive Norman and Early English pile, which also comprises some fine Decorated work, likewise portions of the Perpendicular period. The General Post Office is in the spacious Market Place. A market is held on Friday, and Wednesday is an early-closing day. Hotels—The “Unicorn,” the “Crown,” the “Studley Royal,” and the “Black Bull.” The “Old Black Horse” is a temperance hotel. (*Population*—7,512.) Press—*Ripon Chronicle, Ripon Courier, Ripon Gazette, Ripon Observer.*

(*For illustrations of Ripon, see preliminary pages.*)

Again moving northwards, we successively clear **MELMERBY**, **BALDERSBY**, and **TOPCLIFFE**, and at **THIRSK** run on to the **Darlington** trunk route, along which we speed by **OTTERINGTON** to **NORTHALLERTON**. We then run through **BROMPTON**, **WELBURY**, **PICTON**, **YARM**, and **EAGLESCLIFFE** towards **STOCKTON**, a busy port on the **Tees**, which is in connection with **MIDDLESBOROUGH** and **WEST HARTLEPOOL**. The next stage of our journey carries us to **SUNDERLAND** (*For South Shields*) and

NEWCASTLE-UPON-TYNE

(*For North Shields, Tyne-mouth, Morpeth, Alnwick, and Berwick-on-Tweed*),

Fares from Liverpool—1st, 25 5; 2nd, 19 7; 3rd, 13 4½. Return—1st, 45 7; 2nd, 35 3; 3rd, 26 ½.

173 miles from Liverpool. Newcastle-upon-Tyne may be described as the Metropolis of the North of England. Amongst its chief public buildings are St. Nicholas's Cathedral, the Town Hall, the Moot Hall, the Guildhall, the Public Library and Museum, the Central Exchange and Art Gallery, the Durham University Colleges of Medicine and Science, the Royal Free Grammar School, the Museum of Natural History, the Wood Memorial Hall, and the Union Club. In St. Nicholas's Street is the General Post Office. At the *Central Station* are a letter-box, a telegraph office, bookstalls, and refreshment-rooms. Hotels—The “Station,” the “County,” the “Douglas,” and the “Turk's Head.” (*Population*—186,345.) Daily Press—*Newcastle Chronicle, Newcastle Journal, Newcastle Leader, Weekly*—*Newcastle Courant, Newcastle Leader.*

T

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A

ENGLISH MILES

50

Edw. Weller, Red Lion Square

FROM NORTH TO WEST

VIA THE SEVERN TUNNEL

THROUGH TRAINS
ARE NOW RUN BETWEEN
GLASGOW, EDINBURGH,
CARLISLE, THE NORTH,
PRESTON, MANCHESTER,
LIVERPOOL, LEEDS,
NEWCASTLE,
VIA SHREWSBURY
AND HEREFORD, TO THE
WEST OF ENGLAND.

THE ATTRACTIONS OF
NEWQUAY
(NORTH CORNWALL),
AND



THE ATLANTIC HOTEL, NEWQUAY

WHERE TO STAY.

FOR Winter Residence, or as a **Health Resort**, Newquay stands unrivalled. It has been spoken of by visitors as "THE BIARRITZ OF ENGLAND." The climate is mild, dry, and invigorating, with a very small mean range of temperature. The scenery is charming, and embraces the Beaches, Caverns, Cliffs, Bedruthan Steps, Queen Bess Rock, Vale of Lanherne, Porth Island, Cathedral Caverns, Watergate Bay, Luxulyan Valley, &c.

THE PRINCIPAL HOTEL OF NEWQUAY IS

THE **ATLANTIC HOTEL**,
THE FINEST HOTEL IN CORNWALL.

THIS magnificent Hotel stands in its own grounds of five acres. It is splendidly situated, with full view of the Atlantic from Trevoze Head to St. Ives.

OCEAN VIEW FROM EVERY WINDOW.

BEACHES, CAVERNS AND CLIFF SCENERY UNRIVALLED.

BRACING CLIMATE, BATHING, YACHTING, SHOOTING, FISHING, GOLF.

DELIGHTFUL EXCURSIONS IN LOCALITY. MAGNIFICENT RECEPTION ROOMS BEAUTIFULLY FURNISHED.

SUITES OF APARTMENTS. LARGE WELL-APPOINTED BEDROOMS.

TABLE D'HÔTE MEALS. BILLIARDS. TELEGRAMS: "ATLANTIC," NEWQUAY, CORNWALL.

For Newquay, see page 310.

THE BIRMINGHAM AND MIDLAND COUNTIES SERVICES.

COVENTRY, WALSALL, WOLVERHAMPTON, AND BIRMINGHAM EXPRESSES.
 LEAMINGTON, WARWICK, KENILWORTH, AND BIRMINGHAM EXPRESSES.
 ANTWERP, ROTTERDAM, HARWICH, AND BIRMINGHAM EXPRESSES.
 LIVERPOOL, MANCHESTER, STOKE, AND BIRMINGHAM EXPRESSES.
 DUBLIN, NORTH WALES, CHESTER, AND BIRMINGHAM EXPRESSES.
 EDINBURGH, GLASGOW, LAKE DISTRICT, AND BIRMINGHAM EXPRESSES.

SECTION X.—LONDON (*Euston, Broad Street, and Victoria*), WILLESDEN JUNCTION, CAMBRIDGE, NORTH-AMPTON, HARWICH, IPSWICH, BURY ST. EDMUNDS, ELY, PETERBOROUGH, AND RUGBY TO COVENTRY, WALSALL, WOLVERHAMPTON, AND BIRMINGHAM (*New Street*); ALSO FROM LIVERPOOL (*Line Street*), MANCHESTER (*London Road*), STOKE-UPON-TRENT, DUBLIN, BANGOR, LLANDUDNO, RHYL, CHESTER, ABERDEEN, INVERNESS, DUNDEE, PERTH, GLASGOW, EDINBURGH, KESWICK, WINDERMERE, AND STAFFORD TO WOLVERHAMPTON, WALSALL, BIRMINGHAM (*New Street*), AND COVENTRY; ALSO *via* RUGBY, *via* NUNEATON, OR *via* BIRMINGHAM TO LEAMINGTON, WARWICK, AND KENILWORTH.

FROM London to Coventry, Leamington, and Birmingham, the busy Metropolis of the Midland Counties, owning an industrial population of 429,171 inhabitants, may be described as one of the most remarkable express journeys which can be performed over the metals of the "*London and North Western Railway*." It unites with the *acme* of comfortable travelling accommodation a well-sustained speed that permits of the run between Euston and Birmingham (*New Street*) being accomplished within two and a half hours. Equally noteworthy are the splendidly-appointed services of the "*ROYAL MAIL WEST COAST ROUTE*," which bring their passengers from Inverness, Aberdeen, Dundee, Perth, Stirling, Edinburgh, Glasgow, and the English Lake District, to this heart of the Midlands. Another "*North Western*," road *via* Chester, Crewe, and Stafford supplies the means of communication from Ireland and North Wales. Fast trains also run from Liverpool (*Line Street*),

Manchester (*London Road*), Stoke-upon-Trent, and Derby to Wolverhampton, Walsall, Dudley, and Birmingham. Passengers from Germany, Switzerland, Belgium, Holland, and all parts of the Continent can travel by the fine steamers of the "*Great Eastern Railway*" that sail each week-day from Antwerp, Rotterdam, and the Hook of Holland to Harwich. On the arrival of these boats, the express through carriage of the "*London and North Western Railway*" depart *via* Ipswich, Bury St. Edmunds, Ely, March, Peterborough, and Rugby for Birmingham. Residents in the West of England who desire to join the "*North Western*" expresses for the North can either, *via* Bristol, Gloucester, and Worcester, or *via* Hereford, Malvern, and Smethwick Junction, reach Birmingham.

TRAVELLING from LONDON (*Euston Station*), we run *via* BLETCHLEY to NORTHAMPTON and RUGBY, whence our train proceeds through BRANDON and WOLSTON to

COVENTRY

(*For Kenilworth, Warwick, Leamington, and Nuneaton*),

Fares—1st, 14/9; 2nd, 11/4; 3rd, 7/10. Return—1st, 27/6; 2nd, 21/-; 3rd, 15/8.

94 miles from Euston and 19 from Birmingham. Five hundred years ago Coventry was at the summit of its mediæval glory,



HOUSE IN BAILEY LANE, COVENTRY.

frequently associated with incidents that have passed into the national history, and one of the leading cities of the kingdom. It was then environed with massive fortifications and defended by over thirty towers; while within its walls existed an extensive Benedictine Priory, a noble cathedral, numerous Guild Halls, Houses of Charity, and

several handsome dwellings. During the Saxon era, some centuries earlier, Coventry had witnessed the dawn of its later glory, when the princely Leofric, Earl of Mercia, founded the monastery; and his noble countess, Lady Godiva, freed the citizens from the tokens of their serfdom. In this nineteenth century its chief industries are the manufactures of cycles, watches, Coventry frilling, and cigars, which employ numerous hands.

Reverting to remains of antiquity, few towns in the present era of imposing civic buildings possess a structure of so much quaint interest as St. Mary's Hall, a remarkably perfect example of a stone, brick, and timber construction belonging to the fifteenth century, and now the official abode of the municipality. In the course of a walk through the leading streets we cannot fail to note numerous similar relics of curious design, one of the principal of these being the old foundation of Bablake Hospital, while Ford's Hospital and a house in Bailey Lane are singularly grand examples of sixteenth-century decorative work. Attracted by the "three tall spires," we naturally turn to their churches, and firstly to the magnificent Gothic edifice of St. Michael's, with its beautiful Perpendicular architecture and spire, towering aloft some three hundred feet. Holy Trinity is another building of stately proportions, containing a most striking stone pulpit, paintings, and memorials; while Christ Church, a reliet of the Grey Friars, completes the trio of spires, although the very fine structure of St. John's, belonging to the fourteenth century, certainly deserves a visit.

The handsome buildings recently erected for the Grammar School of Henry VIII., founded in 1545, occupy an elevated site on Stiviehall Hill, and overlook twelve acres of playing-fields. They



FORD'S HOSPITAL, COVENTRY.

comprise a spacious school-hall, class-rooms, laboratory, gymnasium, and workshop. In the library are some rare old books and valuable manuscripts. Several valuable University scholarships and exhibitions are attached to the foundation. Other noteworthy buildings are the School of Art, the Free Public Library, and the County Hall. The General Post Office is in Smithford Street. A corn market is held on Friday, and Thursday is an early-closing day. Coventry station has a letter-box, telegraph office, and bookstall on the up platform. In connection with Coventry are the branch services that run through Kenilworth and WARWICK (*Milverton Station*) to LEAMINGTON, the fashionable spa of the Midlands. In the opposite direction from Coventry extends the line that, passing COUNDEN ROAD, FOLESHILL, LONGFORD AND EXHALL, HAWKESBURY LANE, BEDWORTH, and CHILVERS COTON, effects a junction with the Trent Valley main line at NUNEATON, an important station for the trains to the North. The leading hotels are the "Craven Arms," the "King's Head," and the "Queen's." (*Population*—52,720.) Press—*Coventry Herald*, *Coventry Mercury*, *Coventry Reporter*, *Coventry Standard*, *Coventry Times*.

Continuing our journey towards Birmingham, we quickly pass **TILE HILL** and **BERKSWELL**, not far from the beautiful park of Berkswell Hall to the right; and then by **HAMPTON**, with its Norman church on the left, reach **MARSTON GREEN**. **STECHFORD** is an important railway centre, serving the residential village of Yardley, and the point where the expresses for Walsall and Wolverhampton diverge from the Birmingham route. The former portion proceeds to the right *via* **ASTON**, **WITTON**, **PERRY BARR**, **GREAT BARR**, **NEWTON ROAD**, and **BESCOT JUNCTION** to

WALSALL,

Fares—1st, 18 s; 2nd, 14 6; 3rd, 10-. Return—1st, 35 9; 2nd, 26 3; 3rd, 20 -.

120 miles from Euston. In addition to its production of limestone, brick-clay, ironstone, and coal, Walsall is noted for its saddlery, ironmongery, leather, the various requisites of the saddlery and harness trades, and gas-tubing. Although a town of some antiquity, modern Walsall is principally noteworthy for its substantial buildings and handsome parish churches. Its oldest scholastic institution is Queen Mary's Grammar School, founded in 1554, which provides a superior education for some 200 boys residing in Walsall, and in bygone days could number the first Lord Summers and Bishop Hough among its pupils. Other public buildings are the Temperance Hall, the Agricultural Hall, the Free Library, containing about 10,000 volumes, the County Court House, and a fine Town Hall. At the corner of Leicester and Darwell Streets is the General Post Office. The Cottage Hospital, well known by its connection with

the devoted "Sister Dora," is to be seen on the left shortly after leaving the station. A memorial of this celebrated lady has been erected in the central position of the town, Bridge Square, and is noteworthy as the only statue of an uncrowned woman to be found in England. Walsall station is supplied with a letter-box, bookstalls, and refreshment-rooms. It owns direct connection *via* ASTON and VAUXHALL with Birmingham; also, *via* PLECK, JAMES BRIDGE, and WILLENHALL, with WOLVERHAMPTON. The leading hotel in Walsall is the "George." (Population—71,791.) Press—*Walsall Advertiser*, *Walsall Free Press*, *Walsall Observer*.

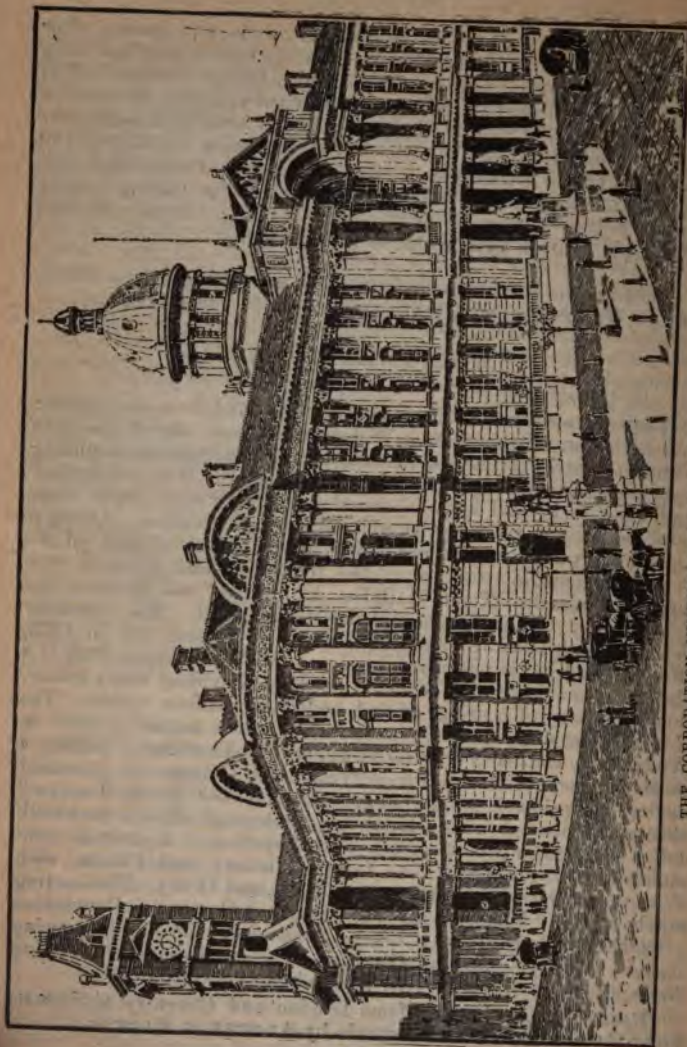
Returning to STECHFORD JUNCTION, we shall travel *via* WOOD GREEN, JAMES BRIDGE, DARLASTON, and WILLENHALL to

WOLVERHAMPTON,

Fares—1st, 10/8; 2nd, 15/3; 3rd, 10/5. Return—1st, 37/3; 2nd, 28/-; 3rd, 20/10.

124½ miles from Euston, 83½ from Liverpool, 70½ from Manchester, and 12½ from Birmingham. Wolverhampton is one of the most extensive centres of the iron manufacture, its productions including every description of galvanised and corrugated iron, telegraphic appliances, locks and keys, japanned ware, fancy steel goods, tools, guns, gas-fittings, tubes, cycles, and furnishing requisites. Amongst its leading public buildings are the fine collegiate church of St. Peter, a cruciform structure of the fourteenth and fifteenth centuries, the classical Town Hall, the Art Gallery and Museum, the Free Library, the Exchange, and the Market Hall. The Grammar School, founded in 1515 and removed to its present site in 1875, affords a first-grade educational course. Wolverhampton Park is a pleasant promenade with beautiful gardens, providing every attraction in the way of boating, cricket, and other athletic sports. The General Post Office is in Queen Street. A corn market is held on Wednesday, and early closing is general on Thursday. Within a short distance of the town is Tettenhall College, an excellent modern proprietary school. The "*London and North Western*" station is provided with a letter-box, a telegraph office, a bookstall, and a refreshment-room on the down platform. A branch communicates by WILLENHALL, JAMES BRIDGE, and PLECK, with WALSALL for Lichfield, Burton-on-Trent, and Derby. The leading hotels are the "Victoria" and the "Star and Garter." (Population—82,620.) Daily Press—*Express and Star*, *Midland Evening News*. Weekly—*Midland Counties Express*, *Midland Wednesday News*, *Midland Weekly News*, *Wolverhampton Chronicle*.

Resuming our journey from London and Coventry at STECHFORD JUNCTION, we pass onwards by ADDEBLEY PARK to

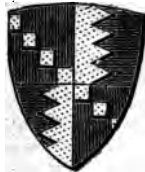


THE CORPORATION MUSEUM AND ART GALLERY, BIRMINGHAM.

BIRMINGHAM,

New Street Station

Fares from London—	1st, 17/4; 2nd, 12/6; 3rd, 9/5.	Return—1st, 33/6; 2nd, 25/-; 3rd, 18/10
Liverpool—	13/-; " 10/-; " 7/8.	" 25/-; " 20/-; " 15/-.
Manchester—	12/6; " 9/3; " 6/11.	" 25/-; " 18/6; " 13/11.
Newcastle-on-T. "	24/1; " 23/3; " 17/6.	" 50/2; " 46/8; " 34/1.
Dublin—	35/-; " 28/-; " 14/-.	" 58/6; " 43/6; " 25/-.
Glasgow—	45/-; " —; " 24/-.	" 84/3; " —; " 45/10.
Edinburgh—	44/8; " —; " 24/-.	" 83/6; " —; " 45/7.
Aberdeen—	65/8; " —; " 33/6.	" 110/2; " —; " 61/8.
Inverness—	76/10; " —; " 39/10.	" 137/3; " —; " 75/10.

ARMS OF
BIRMINGHAM.

113 miles from Euston, 96½ from Liverpool, 83½ from Manchester, and 39 from Derby. Amongst the great cities of the United Kingdom, few can compare with Birmingham for the variety of its manufactures, for the world-wide extent of its commerce, or for its influence over the political and commercial interests of the English people. To write the history of Birmingham would be but to pen another page in the rise, progress, and development of our national and mercantile resources; for since the days when the little town sent its troops to the Barons' wars, supported the forces of the Puritans, or with one voice and one purpose maintained the agitations for the Reform Bill of 1832, the Repeal of the Corn Laws in 1849, the later Reform Bill of 1866, and the Education Act of 1870, its verdict has ever been on the side of liberty in religion, politics, commerce, and opinion. As a natural result of such political freedom, Birmingham has rapidly gained both wealth and influence, and is now generally recognised as a flourishing centre of art, science, and literature. More than one hundred years ago the Birmingham Canal became a recognised means of transit, and subsequently amongst the earliest triumphs of the national railway system came the "*London and Birmingham*" line, which was opened in 1838, Liverpool having been previously brought into connection by the "*Grand Junction Railway*" of 1837. A few years later brought about the amalgamation of these undertakings with that of the "*Manchester and Liverpool*" line, and their subsequent extension far and wide as the "*London and North Western Railway*," which now at Birmingham alone deals with a daily traffic of some four hundred trains.

But even more marvellous has been the steady development of the material interests of this great Midland Metropolis. Indeed, from the making of buttons, buckles, and bangles to the casting of guns; from the power of the tiny pen to the might of the sword and rifle; from the fragile vessels and ornaments of glass to the strong iron limbs of the steam engine; from decorative

fine Market Hall; while the commodious modern structure belonging to the General Post Office, in New Street, has been specially designed for the convenience of an extensive postal system. Looking to educational and kindred subjects, we should first notice the time-honoured foundation of King Edward VI.'s Grammar School, with its splendid buildings, a foundation which has produced such eminent and scholarly divines as the present Archbishop of Canterbury, Dr. Edward White Benson, the late Dr. Joseph Barber Lightfoot (d. 1889), and Dr. Brooke Foss Westcott, his successor in the bishopric of Durham; also Dr. B. H. Kennedy (d. 1889), the famous classical headmaster of Shrewsbury School; the less pretentious Blue Coat School, which can boast of one hundred years' existence, and the magnificent Queen's College, the proud production of the present century. Amongst other literary institutions and kindred establishments are the fine building of the Birmingham and Midland Institute, the Central Free Libraries, the Shakespeare Memorial Library, and the magnificent pile of the Corporation Art Gallery. As regards recreative resorts, the numerous public spaces, such as the Adderley, Calthorp, Cannon Hill, Small Heath, Highgate, and Summerfield Parks, all own a vigorous existence of brightness and beauty to private munificence or the enterprise of a spirited Corporation. Last, but not least, should we notice the latest outcome of its provision for the people in the beautiful ornamental expanse and noble Jacobean mansion of Aston Hall. Scattered over park, street, or square, will be found numerous fine examples of decorative statuary, in the memorials to the late Prince Consort, Sir Robert Peel, James Watt, Dr. Priestley, Lord Nelson, Joseph Sturge, George Dawson, Joseph Chamberlain, and many others.

New Street Station, which covers an immense area, has an extensive cabstand in the centre, and comprises six platforms. Letter-boxes and postal telegraph offices are supplied on Nos. 1 and 6, bookstalls on Nos. 1 and 3, and refreshment-rooms on Nos. 1, 4, and 6 platforms. Amongst the railway branches which emanate from Birmingham, one of the most important is that which, after serving VAUXHALL, ASTON, WITTON (a station which accommodates the large pleasure traffic for the "Lower Grounds" of Aston Hall), PERRY BARR, GREAT BARR, NEWTON ROAD, and BESCOT, extends to WALSALL, and stretches thence towards Lichfield, Burton-on-Trent, and Derby. The direct expresses turn off at ASTON to the right, and proceed by GRAVELLY HILL, ERDINGTON, CHESTER ROAD, and WYLDE GREEN, to SUTTON COLDFIELD, famous for its magnificent park, promenade gardens, ancient church, foundation grammar school, handsome hotels, and pleasant villas. From here a recently-opened line communicates through FOUR OAKS, BLAKE STREET, and

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THE DROITWICH BRINE BATHS

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THE CURE OF
RHEUMATISM,
RHEUMATIC GOUT,
NEURALGIA,
SCIATICA, PARALYSIS,
AND ALL NERVOUS AFFECTIONS.

AVAILABLE FOR
MASSAGE, DOUCHE, NEEDLE,
VAPOUR, SWIMMING, AND HOT BATHS.

OWNS DIRECT RAILWAY COMMUNICATION with
the Midlands and all parts of the London and
North Western Railway.



THE ST. ANDREW'S BATHS, DROITWICH.

THE ATTRACTIONS OF DROITWICH AS A HEALTH RESORT.

THE BRINE BATHS.

These Baths, which are open throughout the year, now consist of two first-class establishments, known as the St. Andrew's Brine Baths and the Royal Brine Baths, fitted with every modern requirement. They were first brought into prominent notice at the time of the visitation of cholera in 1832, since which date their reputation for the cure of Rheumatism, Gout, Lumbago, Sciatica, Neuralgia, Paralysis, Loss of Tone, etc., has become so widely known as to cause an increase in the number of baths administered from about ten thousand in 1882 to nearly ONE HUNDRED THOUSAND annually.

THE WATERS.

The analyses, by Herapath and others, of the Droitwich Brine prove it to be the strongest in saline constituents in the world, being from ten to twelve times the strength of the ocean. During a visit of the British Medical Association in the year 1893, a very eminent member remarked that "the intense saline character of the water was something extraordinary. For his own part, he had seen a great deal of rheumatism, gout, and other complaints, and people often asked him where they should go. There were many places—Harrogate, Buxton, Bath, and others; but the bath of all baths was the BATH OF DROITWICH."

ACCOMMODATION.

There is excellent accommodation for visitors in Droitwich. The leading hotels are the Worcestershire Brine Baths Hotel, the Raven Hotel, and the Royal Brine Baths Hotel; while the principal boarding-houses are Norbury House, Richmond House, and several others.

RECREATION.

Though the appearance of Droitwich may not at first seem inviting, the surrounding district is rich with most delightful scenery. Coaching excursions are frequently made to Malvern, Witley Court, and other places of interest; while charming drives may be taken to Worcester, Stratford-on-Avon, Abberley Hills, Lickey Hills, and Clent Hills. Concerts and afternoon entertainments are often given, and an excellent band performs at stated times. There are also the usual facilities for outdoor pastimes, such as lawn tennis, cricket, etc.

THE SECRETARY OF THE BRINE BATHS WILL BE PLEASED TO SUPPLY ANY OTHER INFORMATION.

SHENSTONE, with the Lichfield upper level line for Burton and Derby, shortening the express service by some three or four miles. Birmingham is also the point of exchange for traffic booked through from places on the "*London and North Western*" to towns on the "*Midland*" system, including Droitwich, Worcester, Cheltenham, Gloucester, Bristol, Bath, and Bournemouth. The "*Great Western*" route is *via* SMETHWICK JUNCTION, through ROOD END, LANGLEY GREEN, ROWLEY, OLD HILL, CRADLEY, and LYE to STOURBRIDGE JUNCTION, whence the expresses proceed by Worcester, Malvern, and Hereford, to Pontypool Road, *en route* to Newport and Cardiff; also *via* the Severn Tunnel to Bristol. A suburban branch also runs by MONUMENT LANE, ICKNIELD PORT ROAD, ROTTEN PARK ROAD, and HAGLEY ROAD, to HARBORNE. By means of the through carriage which is attached at March to the "Harwich Continental Express" passengers may now travel from Birmingham to Parkeston Quay, where connections can be made with the swift passenger steamers of the "*Great Eastern Railway*" that sail each week-day for Antwerp or Rotterdam, thus affording direct routes to Brussels, Amsterdam, Cologne, and Berlin. Amongst the leading hotels of Birmingham are the "Queen's," under the management of the "*London and North Western Railway*," the "Grand," the "Colonnade," and the "Stork." (Population—429,171.)

Daily Press—*Birmingham Daily Gazette*, *Birmingham Daily Mail*, *Birmingham Daily Post*, *Midland Sporting News*. Weekly Press—*Birmingham Chronicle*, *Birmingham Gazette*, *Birmingham Suburban Times*, *Birmingham Weekly Mercury*, *Birmingham Weekly Post*, *Midland Counties Herald*, *South Birmingham News*, *Warwickshire Herald*.

(For an additional illustration of Birmingham, see Supplementary Pictorial Pages.)

Resuming our journey by the main line, we pass MONUMENT LANE, WINSON GREEN, SOHO, originally the seat of Boulton and Watt's noted works, now the centre of Muntz's metal works; SMETHWICK, SPON LANE, for Chance's glass factories; OLDBURY and BROMFORD LANE, ALBION, and DUDLEY PORT, for

DUDLEY,

Fares—1st, 18/8; 2nd, 14/6; 3rd, 10/1. Return—1st, 35/9; 2nd, 26/9; 3rd, 20/2.

12½ miles from Euston, and a busy centre of the iron manufacture and mineral interest. Apart from its impressive remains of antiquity in the ruined pile of its Norman Castle, Dudley is noteworthy for its fine Gothic Town Hall, its parish church, the Free Library, and the School of Art, which, with an elegant fountain in the Market Place, are its chief claims to architectural beauty. Hotels—The "Dudley Arms," the "Bush," and the "Castle." (Population—45,740.) Press—*County Express*, *Dudley Herald*.

Ere passing on, we should note a line on a lower level to the right leading by GREAT BRIDGE and WEDNESBURY to WALSALL. Proceeding northwards, we find at TIPTON another branch, leading *via* OCKER HILL and PRINCE'S END to WEDNESBURY; then passing DEEPFIELDS AND COSELEY, ETTINGSALL ROAD AND BILSTON, and MONMORE GREEN, we gradually approach WOLVERHAMPTON. Quitting Wolverhampton for Manchester, Liverpool, and the North, we run by BUSHBURY, FOUR ASHES, GAILEY, and PENKRIDGE, ere joining the Trent Valley main line at STAFFORD, where connections are made for Stoke-upon-Trent, Macclesfield, Manchester, Liverpool, Leeds, Crewe, and the North; also with Chester for Holyhead and Dublin.

WE will now retrace our course to RUGBY, and travel thence over the alternative route for express trains from London to Birmingham. This line, extending *via* DUNCHURCH, BIRDINGBURY, and MARTON, affords a road for the direct services to that popular inland watering-place.

LEAMINGTON.

Avenue Station.

Fares—1st, 15/3; 2nd, 11/6; 3rd, 8/11. Return—1st, 25/3; 2nd, 21/9; 3rd, 16/3.

97½ miles from Euston, 124½ from Liverpool, 111½ from Manchester, and 28 from Birmingham. One of the favourite health resorts



THE PARADE, LEAMINGTON. It is located in the heart of the town, and is one of the most beautiful and well-kept of inland watering-places. The town is a well-designed public building, evincing the enterprise of the wise and energetic municipality, which controls the interests and the development of the "Royal Leamington Spa." It is about a hundred

of the Midland Counties, Leamington is principally a creation of the present century, while the orderly yet graceful arrangement of its wide tree-lined thoroughfares, spacious squares, and picturesque gardens, with here and there a well-designed public building, evince the enterprise of the

wise and energetic municipality, which controls the interests and the development of the "Royal Leamington Spa." It is about a hundred

years since two of the humbler inhabitants, of what was then the little village of Leamington Priors, took steps to secure wider appreciation of the saline springs, which even then had become known as valuable remedial agents. Hence these two worthies, Benjamin Satchwell, shoemaker and rhymist; and William Abbotts, landlord of a thatched hostelry known as the "Black Dog Inn," may be considered as the founders of Leamington's present prosperity.



THE PUMP ROOM, LEAMINGTON.

When the nineteenth century commenced its eventful era, the inhabitants of Leamington amounted to 315 souls, while at the present time the population is rapidly approaching a total of some 30,000. Much of this success is undoubtedly due to the life and labours of such men as the late Dr. Jephson, "the Father of Leamington," and to his loyal coadjutors, who, by their individual exertions for the common weal, have contributed to so grand a result. Indeed, it is to the far-seeing action of Dr. Jephson that Leamington owes its present celebrity for its saline springs, for he it was who permanently brought the town as a health resort into public notice, and, by prescribing the waters in his private practice, proved by results their remarkable remedial properties.

Chief among the public buildings is the classic structure belonging to the Royal Pump Room and Baths, which overlooks ornamental gardens, and provides superb accommodation not only for drinking the waters, but likewise for the undoubted benefits to be derived from a medicinal course of bathing. The springs are four in number, and of differing constituents, the principal waters partaking of a saline and sulphuretted saline nature. Other noteworthy structures of this favourite Midland health resort are the Town Hall, several handsome parish churches, and the Theatre in Regent Grove. The delightful resort and fashionable promenade of the Jephson Gardens, on the banks of the Leam, afford in their velvety

greensward, masses of shady leaf, winding paths, gay flower-beds, and ornamental water, many a pleasant prospect. Here and in other parts of the town during the season a good band supplies excellent music. In Binswood Avenue stands Leamington College, while on the Parade is the High School for Girls.

The town, although of recent date, is in the centre of a district famous alike for picturesque rural scenery and historic interest, as may be judged when we remark that Stratford-upon-Avon, consecrated to every Englishman by its associations with William Shakespeare, the lordly castle of Warwick, the ruined remains of princely Kenilworth, the stately seats of Stoneleigh Abbey and Charlecote Hall, the battlefield of Edge Hill, and the splendid Elizabethan mansion of Compton Wynyates, are but a few of the many interesting places which, together with the ancient towns of Coventry and Leicester, may be easily reached from Leamington. The most noteworthy features of the traffic are the well-appointed London and Birmingham expresses, which run between *Euston Station* and the *New Street Station* of the Midland Metropolis. The leading family hotels are the "Manor House," the "Regent," the "Clarendon," and the "Euston" (private hotel). The "Crown" and the "Bath" are family and commercial hotels. (*Population*—26,930.) Press—*Leamington Advertiser*, *Leamington News*, *Leamington Spa Courier*, *Leamington Chronicle*, *Leamington Times*.

A short distance from Leamington is MILVERTON, which station, by means of trams that usually run at intervals of fifteen minutes, affords direct communication with

WARWICK,

Fares—1st, 15/3; 2nd, 11/8; 3rd, 8/2½. Return—1st, 28/3; 2nd, 21/9; 3rd, 16/5.

98½ miles from Euston, and about one mile from the railway station. Warwick is a fine old country town, hoary with records of the past, its principal attraction being the princely pile of Warwick Castle, imposing for its lofty site, scenery, and surroundings, and ever-interesting for the contents of its baronial halls, stately galleries, and wide drawing-rooms. Close at hand is the old foundation of Leicester's Hospital, with its quaintly-clustered timber buildings of carved wood, enriched here and there with the bear and ragged staff, the crest of the once proud Earls of Leicester. The stately Gothic church of St. Mary, with its incomparable Beauchamp Chapel, and ancient monuments, deserves a visit; also the not far-distant historic and charming old English mansion of Guy's Cliff. The capital of Warwickshire is remarkable for some excellent schools. Chief of these is the King's Grammar School, founded in 1546, and now occupying some fine buildings in Myton Road. Upon the same foundation are the High School, which supplies a superior education

for girls, and the King's Middle School. The town also owns a Free Library and a museum. The General Post Office is in Old Square. A market is held on Saturday, and Wednesday is an early-



THE BEAUCHAMP CHAPEL, ST. MARY'S CHURCH, WARWICK.

closing day. Hotels—The "Woolpack" and the "Warwick Arms." (Population—11,905.) Press—*Warwick Advertiser, Warwick Times.*

(For additional illustrations of Warwick, see map, page 396.)

Within a run of seven minutes from Milverton we now come to-

KENILWORTH.

Fares—1st, 15/3; 2nd, 11/8; 3rd, 8/11. Return—1st, 28/3; 2nd, 21/9; 3rd, 16/3.

99 miles from Euston. Kenilworth Castle is about a mile from the station. Here, in the knightly days of old, when John of Gaunt had possession, tournament and revelry held their sway; but better remembered in connection with these ivy-clad ruins will be haughty Robert Dudley, the great Earl of Leicester; his royal mistress, Queen Elizabeth; and the fair, but unfortunate, Amy Robsart, immortalised by Sir Walter Scott. In the neighbourhood



KENILWORTH CASTLE.

are a fine old parish church, and the remains of an ancient priory. The station has a letter-box, a telegraph office, and a newspaper stall. The leading hotels are the "Abbey" and the "King's Arms and Castle." (*Population*—4,173.) Press—*Kenilworth Advertiser*. Quitting Kenilworth, we may either travel *via* BERKSWELL direct to BIRMINGHAM, or by an alternative route *via* ancient Coventry.

THE MIDLAND COUNTIES, EASTERN COUNTIES, AND HARWICH SERVICES.

BIRMINGHAM, WOLVERHAMPTON, DUDLEY, AND DERBY.
 BIRMINGHAM, LEAMINGTON, LEICESTER, AND LOUGHBOROUGH.
 BIRMINGHAM, PETERBOROUGH, NORWICH, AND YARMOUTH.
 BIRMINGHAM, IPSWICH, HARWICH, AND THE CONTINENT.
 NORTHAMPTON, PETERBOROUGH, NOTTINGHAM, AND NEWARK.

SECTION XI.—BIRMINGHAM (*New Street*), DUDLEY, WOLVERHAMPTON, AND WALSALL TO LICHFIELD, BURTON-UPON-TRENT, AND DERBY FOR THE MATLOCK DISTRICT; BIRMINGHAM, LEAMINGTON, COVENTRY, OXFORD, AND NORTHAMPTON TO LEICESTER AND LOUGHBOROUGH *via* NUNEATON; AND BIRMINGHAM *via* RUGBY TO MARKET HARBOROUGH, STAMFORD, AND PETERBOROUGH FOR THE EASTERN COUNTIES; AND *via* ELY, BURY ST. EDMUNDS, AND IPSWICH TO HARWICH FOR ANTWERP, ROTTERDAM, AMSTERDAM, BERLIN, AND NORTH EUROPE: ALSO FROM NORTHAMPTON TO WELLINGBOROUGH AND PETERBOROUGH; TO MARKET HARBOROUGH, LEICESTER, MELTON MOWBRAY, AND NOTTINGHAM; AND TO DONCASTER, YORK, HULL, SCARBOROUGH, AND WHITBY *via* GRANTHAM OR *via* NEWARK.

BY means of numerous "*London and North Western*" cross-country services Birmingham and the populous industrial centres of the Black Country are placed in direct connection with Derbyshire, Leicestershire, Nottinghamshire, Northamptonshire, and the principal towns of the Eastern Counties. Amongst the more important trains that demand our attention are the expresses which, leaving Birmingham (*New Street*), run *via* Sutton Coldfield and Lichfield direct to Burton-upon-Trent and Derby. Other services departing from Birmingham, Dudley, Walsall, and Wolverhampton, also travel *via* Lichfield and Burton-upon-Trent to Derby, where passengers can avail themselves of the "*Midland*" expresses to the Matlock District, Nottingham, Chesterfield, and Sheffield. The

"*North Western*" services for Leicestershire mostly start from Leamington, and proceed *via* Coventry—where they can be joined by passengers from Birmingham—to Nuneaton for connections with the trains that run thence to Leicester or to Loughborough.

Excellent communication between the Midlands, Lancashire, Cheshire, and the Eastern Counties is supplied by the services that depart from Rugby, where they can be joined by "*North Western*" passengers from Birmingham, Manchester, Liverpool, and Chester. These trains run *via* Market Harborough to Seaton, whence a branch diverges in the direction of Stamford, and then proceed to Peterborough. Here connections can be made with the "*Great Eastern*" services for Lynn and Hunstanton; also with those for Norwich, Cromer, Yarmouth, and Lowestoft. One of the most convenient through trains between the Midland Counties and the East Coast is the popular "*Eastern Counties and Continental Express*," departing each week-day from Birmingham (*New Street*), and running *via* Coventry to Rugby, where it can be joined by passengers who have travelled thence by the West Coast, Lancashire, North Wales, and Irish expresses. It then speeds onwards through Market Harborough, Peterborough, March, Ely, Bury St. Edmunds, and Ipswich, direct to Harwich (*Parkeston Quay*), where the train is drawn up alongside the fine passenger steamers that sail to the Hook of Holland and Rotterdam, or to Antwerp, thus affording a direct line of communication between the Midlands and the cities of Europe. A similar "*Continental and Midland Counties Express*" runs from Harwich to Birmingham upon the arrival of the week-day boats from Antwerp and Rotterdam.

Northampton, the county town of Northamptonshire, and the chief seat of the boot and shoe industry, enjoys the advantages of well-appointed express communication with London (*Euston, Broad Street, and Victoria*), Rugby, Coventry, Leamington, and Birmingham (*New Street*); also, *via* Stechford, with Walsall, Dudley, and Wolverhampton. The intimate traffic relations that exist between Northampton, the West Midland Counties, Lancashire, North Wales, the Lake District, and Scotland, are supplemented by two important local services that afford the means of communication with the Eastern Counties, Leicestershire, Nottinghamshire, and Yorkshire. The first-named district may be conveniently approached by the trains that run *via* Wellingborough, the centre of an important iron-smelting industry; Higham Ferrers, renowned for its magnificent parish church; and Oundle, equally celebrated for its foundation schools, to Wansford, whence passengers can approach Stamford, while others travel direct to Peterborough for connections with the "*Great Eastern*" popular passenger services throughout Norfolk, Suffolk, and Essex. During recent

years the northward extension of the railway from Market Harborough has afforded a direct road for the services that, departing from Northampton (*Castle Station*), proceed to Market Harborough, where they can be joined by passengers from Birmingham, Leamington, Coventry, and Rugby, ere they run to Tilton for Leicester. At Melton Mowbray, in the heart of the hunting district, the trains receive accessions of passengers from Leicester, and then travel towards Harby and Stathern. Here a bifurcation of the railway affords a road that diverges in a north-western direction towards Nottingham, the busy centre of the lace industry; while the north-eastern track affords communication with Grantham or Newark, two stations on the main line of the "*Great Northern*" system, which are in direct connection with Doncaster, Hull, Sheffield, and York; also for Bridlington, Scarborough, Whitby, Saltburn, Redcar, and other watering-places of Yorkshire.

DEPARTING from Birmingham (*New Street*) by the "*London and North Western*" express for Burton-upon-Trent and Derby, we travel *via* VAUXHALL AND DUDDYSTON, ASTON, GRAVELLY HILL, ERDINGTON, CHESTER ROAD, and WYLDE GREEN to SUTTON COLDFIELD, an ancient corporate town celebrated for the finely-timbered expanse of Sutton Park, in the neighbourhood of which are numerous residential villas. Its Grammar School was founded in 1543 by Bishop Vesey of Exeter, a native of the town, whose tomb may be seen in Trinity Church. Hotel—The "*Royal*." We then run by FOUR OAKS, a well-known racing centre, BLAKE STREET, and SHENSTONE to LICHFIELD (*City Station*), whence we proceed by the *Trent Valley Station* to ALREWAS, BARTON AND WALTON, and BURTON-UPON-TRENT. Then with Newton Solney on our right we cross the Dove, and passing Repton—famous for its beautiful church and sixteenth-century foundation Grammar School—come to REPTON AND WILLINGTON station, which is succeeded by

DERBY,

Fares from Birmingham—1st, 5/8; 2nd, 4/2; 3rd, 3/3. Return—1st, 11/4; 2nd, 8/-; 3rd, 6/6.

39 miles from Birmingham. The county town of Derbyshire is an important agricultural and mercantile centre, situated upon the banks of the Derwent. Originally the Roman station of *Derventio*, but subsequently the "*Deoraby*" of the Danes, who in their turn succumbed to the Saxons, the town, shortly after the Norman Conquest, was bestowed on William Peveril, a relation of the Conqueror. Derby passed through many vicissitudes during succeeding centuries, one of its greatest calamities being the awful scourge of the great plague in 1665. Here, in 1745, began the retreat of Charles Edward, the Young Pretender, whose reverses

ultimately culminated in the battle of Culloden. Amongst the eighteenth-century celebrities of Derby were such enterprising men as John Lombe, who in 1718 erected here the first silk-mill in England; Duesbury, the founder of the original Crown Porcelain Works; and Jedediah Strutt, the famed inventor of the Derby ribbed stocking-frame. In addition to the silk, lace, and porcelain manufactures, the town is interested in the iron, elastic web, and boot trades.

Chief amongst the architectural attractions of Derby is the famous Perpendicular tower of All Saints' Church, generally considered to be a composition of remarkable beauty, consisting of three stages, richly ornamented, and surmounted by battlements and pinnacles, rising to the height of 174 feet. The Cavendish Chapel, being the principal place of sepulture for the Dukes of Devonshire and other members of the Cavendish family, contains many magnificent monuments. One of the most valuable legacies of antiquity is Derby Grammar School, reputed to be the oldest scholastic foundation in the kingdom, having been endowed in 1160 by Walter Durrant, Bishop of Lichfield, and a certain William de Barbu Aprilis. It now occupies an extensive block of school buildings, surrounded by ornamental grounds. Amongst the principal public buildings are the Guild Hall, the County Hall, the Free Market Hall, the Free Museum and Library, the Corporation Art Gallery, the Grand Theatre, the Mechanics' Institute, and the Corn Exchange. The General Post Office is in Victoria Street. A market is held on Friday, and Wednesday is an early-closing day. The attractive gardens of the Arboretum, covering more than sixteen acres of exquisitely-planted gardens, are situated in the suburb of Litchurch. Within four acres of ornamental grounds adjoining the Ashbourne Road stands the Railway Servants' Orphanage, a well-designed and substantial pile of buildings surmounted by a clock-tower. This excellent charity is supported by the Railway Benevolent Institution. It provides a home and education for three hundred orphan children of railway servants who have lost their lives during the execution of their important public duties. At the railway station are a letter-box, a telegraph office, bookstalls, and refreshment-rooms. Amongst the leading hotels are the "Midland," the "Royal," the "St. James," and the "Bell," with the "Caledonian," the "Waverley," and "Mee's" temperance hotels. (*Population*—94,146.) *Daily Press*.—*Derby Daily Telegraph*, *Derby Express*. Weekly.—*Derbyshire Advertiser*, *Derby Gazette*, *Derby Mercury*, *Derby Reporter*.

OUR next departure will be from LEAMINGTON (*Avenue Station*), the principal health resort of the Midland Counties, whence we travel by way of WARWICK (*Milverton Station*) and KENILWORTH to COVENTRY. After our train has been joined by passengers from

BIRMINGHAM we proceed through COUNDEN ROAD, FOLESHILL, LONGFORD AND EXHALL, HAWKESBURY LANE, BEDWORTH, and CHILVERS COTON to NUNEATON, upon the main line to the North. Quitting Nuneaton, and crossing the Ashby-de-la-Zouch Canal, we presently catch a glimpse on our left of the small town of HINCKLEY, where the hosiery industry now employs numerous hands, and after passing ELMESTHORPE reach the village of CROFT with its granite quarries, equal in celebrity to those of Mount Sorrel. Then by NARBOROUGH, BLABY, and GLEN PARVA we come to

LEICESTER.

Fares from Birmingham—1st, 5/3; 2nd, 4/2; 3rd, 3/2½. Return—1st, 10/6; 2nd, 8/4; 3rd, 6/7.

38½ miles from Birmingham, 28½ from Coventry, and 38½ from Leamington. Leicester, an ancient county town on the banks of the Soar, treasures a rich record of historical lore, but since the seventeenth century it has been chiefly famous for its prosperous hosiery industry, now supplemented by an extensive elastic web and boot and shoe trade. Its remains of the past comprise fragments of the old Roman masonry, preserved in the Jewry Wall, also the fine architectural details of St. Mary's and St. Nicholas's churches, the Early English structures of All Saints' and St. Martin's, and the splendid Perpendicular edifice of St. Margaret's. The ruins of its Augustinian abbey, where the once haughty Cardinal Wolsey came to die as a broken-hearted old man, are now surrounded by the beautiful public pleasure grounds known as the Abbey Park. The town owns a handsome pile of Municipal Buildings, in the Queen Anne style; an excellent Museum, adjoining the Art Gallery and Free Library; and a spacious Market Place and Corn Exchange. Not far distant is the Memorial Clock Tower, erected in honour of Simon de Montfort, Sir Thomas White, William of Wyggeston, and Alderman Newton. In Graubhy



THE CLOCK TOWER, LEICESTER.

Street is the General Post Office. A market is held on Saturday, and Thursday is an early-closing day. *Leicester Station* owns a letter-box, a telegraph office, a bookstall, and refreshment-rooms. Hotels—The “Bell,” the “Royal,” the “Blue Lion,” and Parson’s Temperance. (*Population*—142,051.) Daily Press—*Leicester Daily Mercury*, *Leicester Daily Post*. Weekly—*Leicester Advertiser*, *Leicester Chronicle*, *Leicester Journal*, *Midland Free Press*.

Returning to NUNEATON JUNCTION for the Charnwood Forest Railway, which extends towards Loughborough, another important hosiery town, we thread our course through numerous lines of railway, until, clearing HIGHAM-ON-THE-HILL, with the village on an eminence, and STOKE GOLDING visible to the right, we find ourselves on the memorable battle-site of Bosworth Field, and near King Richard’s Well, where, according to tradition, the defeated monarch last quenched his thirst. SHENTON is soon passed, and then, by Cadeby church, we near MARKET BOSWORTH, famous for its ancient foundation Grammar School, ere we come to SHACKERSTONE JUNCTION, near to Gopsall Hall, the seat of Lord Howe. Here a short line diverges on our right, by SNARESTON, MEASHAM, and DONISTHORPE, to OVERSEAL and MOIRA for ASHBY-DE-LA-ZOUCH. It also, *via* GRESLEY, communicates with Burton-on-Trent, where connections can be made with the “*North Staffordshire Railway*” for Macclesfield *via* the Churnet Valley; also for Ashbourne, and for Stoke-upon-Trent. Continuing our journey from Shackerstone, we traverse a district of collieries, passing HEATHER, HUGGLESCOTE, and COALVILLE EAST, which is succeeded by WHITWICK. Steaming forward, we enter Charnwood Forest, covering some 18,000 acres, and, running at the base of magnificent wood-clothed hills, gaze over the fair scenes of sylvan beauty that enshroud the modern monastery of St. Bernard. The forest is remarkable for its picturesque woodlands and glorious views from the Beacon Hill. By the ruins of Grace Dieu Abbey, scattered over grassy sward on our left, we move onward till we reach SHEEPSHED, and, skirting Garendon Park, approach

LOUGHBOROUGH,

Fares from Birmingham—1st, 7/-; 2nd, 5/-; 3rd, 3/10³. Return—1st, 13/2; 2nd, 9/8; 3rd, 7/6.

122 $\frac{1}{2}$ miles from Euston and 35 $\frac{1}{2}$ from Coventry. Although an agricultural market town, and the centre of a well-known hunting district, Loughborough is now chiefly famous for its extensive hosiery factories and bell foundries. Its principal public buildings are the parish church of All Saints, a magnificent Gothic edifice, containing many striking architectural features; Emmanuel Church; the Hall and Corn Exchange; and two excellent foundation

Grammar Schools. A market is held every Thursday, and Friday is an early-closing day. The General Post Office is in Baxter Gate. Hotels—The “King’s Head” and the “Bull’s Head.” (*Population*—18,196.) Press—*Loughborough Advertiser*, *Loughborough Herald*, *Loughborough Monitor*.

RETURNING to BIRMINGHAM (*New Street*), we shall now notice the direct route thence to the Eastern Counties *via* ADDERLEY PARK, STECHFORD—where the trains can be joined by passengers from WOLVERHAMPTON, DUDLEY, and WALSALL—MARSTON GREEN, HAMPTON-IN-ARDEN, BARKSWELL, TILE HILL, COVENTRY, BRANDON AND WOLSTON, and RUGBY. Here, too, the trains may be joined by passengers from Leamington. After leaving Rugby we pass CLIFTON MILL and LILBOURNE, and come to YELVERTOFT and STANFORD PARK, the latter taking its name from the beautiful domain of Stanford Hall, the seat of Lord Braye. The next station is WELFORD AND KILWORTH, not far from the small town of Lutterworth, with its memories of Wycliffe, the great Protestant reformer. By THEDDINGWORTH and LUBENHAM we now pass on to

MARKET HARBOROUGH,

Fares from Birmingham—1st, 6/8; 2nd, 5/2; 3rd, 3/11. Return—1st, 13/-; 2nd, 9/9; 3rd, 7/11.

48 miles from Birmingham. Market Harborough, which is within seven miles of Naseby Field, where in 1645 was fought the eventful battle that gave Fairfax a decisive victory over the Royalists, is a small town of great antiquity. Its church, which is dedicated to St. Dionysius, owns a lofty and elegant crocketed spire over 150 feet in height. The General Post Office is in High Street. A market is held on Tuesday. The railway station, a well-known rendezvous for hunting men, is in connection with Melton Mowbray, Nottingham, Northampton, Stamford, and Peterborough. Hotels—The “Angel” and the “Three Swans.” (*Population*—5,876.) Press—*Market Harborough Advertiser*.

Pressing forwards by ASHBY AND WESTON and ROCKINGHAM, we notice Rockingham Castle on the right, and shortly arrive at SEATON, whence a line to *Uppingham* will shortly supersede the omnibus service to Uppingham School. This famous sixteenth-century foundation will be remembered for the popular headmastership of the late Edward Thring, who from 1853 to 1887 here developed his admirable scheme for the practical administration of a first-grade public school. We next run by LUFFENHAM and KETTON to

STAMFORD,

Fares from Birmingham—1st, 10/6; 2nd, 7/6; 3rd, 5/11. Return—1st, 21/-; 2nd, 14/4; 3rd, 11/11.

71½ miles from Birmingham. Stamford is a substantial market town on the borders of Lincolnshire, amidst rich arable and pasture land.

The ruins of St. Leonard's Monastery, some Gothic gateways, and the churches, are mostly ancient; while the structures of later date are Browne's School, a noble Gothic erection; the Town Hall; the Literary Institution; and the Corn Exchange, where a market is held on Fridays. The General Post Office is in Red Lion Square. One of the principal attractions of the neighbourhood is Burghley House—immortalised in Tennyson's "*Lord of Burghley*"—which is an Elizabethan pile, belonging to the Marquis of Exeter. The "*George*" and the "*Stamford*" are the principal hotels. (*Population*—8,358.) Press—*Stamford Mercury, Stamford Post, Stamford Guardian.*

Returning to SEATON, we resume our run by WAKERLEY AND BARROWDEN, KING'S CLIFFE, NASSINGTON, and WANSFORD to

PETERBOROUGH

(*For Lynn, Ely, Norwich, Yarmouth, Lowestoft, Ipswich, and Harwich*),
Fares from Birmingham—1st, 12/4; 2nd, 8/6; 3rd, 6/8. Return—1st, 22/9; 2nd, 16/3; 3rd, 13/5.

81½ miles from Ipswich and 102 from Harwich. The ancient city of Peterborough, one of the chief agricultural centres of Northampton-



PETERBOROUGH CATHEDRAL.

(From a photograph by Messrs. G. W. Wilson & Co., Aberdeen.)

shire, owns a noble cathedral, founded as a Benedictine abbey about A.D. 655. Its prevailing details are those of the Norman and Early English periods, although it likewise comprises some good Perpendicular work. The imposing elevation of its west front is considered one of the finest in Europe. The King's School owns a sixteenth-century foundation. In Cumbergate is the General Post Office. A

market is held on Saturday, and Thursday is an early-closing day. Peterborough is in direct connection with the "*Great Eastern Railway*," trains departing thence for Lynn, Ely, Fakenham, Norwich, Cromer, Lowestoft, Yarmouth, and intermediate stations; while the Continental Express from the Midland Counties, with its connections *via* Rugby from Scotland, the North of England, and Ireland, proceeds *via* Ely, Bury St. Edmunds, and Ipswich to Harwich (*Parkeston Quay*) for the fast steamer services to the Hook of Holland (See plan, page 407). Rotterdam, and Antwerp. Here are a telegraph office, a bookstall, and a refreshment-room, where luncheon baskets can be obtained. Hotels—The "Great Northern," the "Angel," and the "Grand." (Population—25,172.) Press—*Peterborough Advertiser*, *Peterborough Express*, *Peterborough Standard*.

HAVING described the various Midland Counties services that emanate from Birmingham and Leamington, we will now make Northampton our chief point of departure. Hence we shall first notice the means of direct railway communication between Northampton, Wellingborough, and the city of Peterborough in connection with the through road *via* Peterborough to Norwich, Cromer, Yarmouth, Lowestoft, and the Eastern Counties. Leaving NORTHAMPTON (*Castle and Bridge Street*), we diverge towards the north-east through the valley of the Nene, speed by Delapré Abbey on the right, and pass BILLING. Then we soon approach CASTLE ASHBY and EARLS BARTON, near which are the magnificent mansion, gardens, and park belonging to the Marquis of Northampton, while about a mile to our left is the village and ancient Saxon church of Earls Barton. We next see Great Doddington, Wollaston church being visible on the right shortly before reaching

WELLINGBOROUGH,

Fares from Northampton—1st, 1/10; 2nd, 1/3; 3rd, -/11½. Return—1st, 3/-; 2nd, 2/2; 3rd, 1/11.

11½ miles from Northampton. This ancient market town, now a seat of the boot and shoe trade, and a centre of the ironstone ore district, is celebrated for its salubrity, also for its chalybeate waters. It possesses an excellent grammar school, founded in 1595, and several places of worship. A market is held on Wednesday, and Thursday is an early-closing day. (Population—15,068.) Hotel—The "Hind." Press—*Wellingborough News*, *Wellingborough Post*.

Quitting Wellingborough, we soon clear DITCHFORD, and come to HIGHAM FERRERS, where is a magnificent church of Decorated English architecture. The ruins of the castle, and Archbishop Chicheley's College, together with the Grammar School and Market Cross, are also worthy of notice. In an agricultural and ironstone district we leave RINGSTEAD and THRAPSTON, with its vestiges of

a Roman camp; then clearing THORPE we come to BARNWELL, near which is Lilford Hall, the seat of Lord Lilford. OUNDLE, noteworthy for its ancient foundation grammar school, the governors of which are the "Grocers' Company," is passed on the left, and another four miles lead us to ELTON. Near Elton stood Fothering-gay Castle, where Richard III. was born, and where Mary Queen of Scots was executed in 1580. Passing WANSFORD, CASTOR, and OVERTON, we now run to PETERBOROUGH, which has been already noticed in connection with the services from Birmingham.

Returning to NORTHAMPTON, we have now to travel over the important line that extends thence towards Nottingham and Newark. Departing from Northampton (*Castle Station*), with the river Nene flowing on our left, we enter open country, diverge from the main line to Rugby, and proceed through PITSFORD AND BRAMPTON, SPEATTON, and BRIKWORTH, which owns a parish church containing old Roman work. Running by KELMARSH, CLIPSTON, and OXENDEN, we soon come to MARKET HARBOROUGH, an important railway junction, through which Birmingham, Coventry, and Leamington make connections *via* Rugby, not only for Nottingham, but also for Stamford, Peterborough, and the Eastern Counties. Quitting Market Harborough, our train runs to HALLATON, and thence by EAST NORTON comes to TILTON and JOHN-O'-GAUNT. Here we effect a junction with the line from Leicester, then run through GREAT DALBY, cross the river Eye, and arrive at

MELTON MOWBRAY,

Fares from Northampton—1st, 6/9; 2nd, 4/1; 3rd, 3/5 $\frac{1}{2}$. Return—1st, 12/2; 2nd, 8/3; 3rd, 6/11.

107 $\frac{1}{2}$ miles from Euston and 23 from Nottingham. Melton Mowbray is a small but prosperous market town, famous as the great Leicestershire hunting centre, where during the season—from November to March—the supporters of the "Melton Hunt" resort in large numbers, stabling being provided for several hundred horses. The local staples are the agricultural interest supplemented by the manufactures of Melton Mowbray pork pies and equally celebrated Stilton cheese. The magnificent parish church dedicated to St. Mary is a fine Perpendicular edifice, which was formerly attached to a Cluniac priory. Its interior contains a splendid series of stained windows, numerous interesting brasses, and sculptured memorials. A market is held on Tuesday. The General Post Office is in the Market Place. A refreshment-room and bookstall are on the up platform. Hotels—The "George," the "Harborough," and the "Bell." (*Population*—6,392.) Press—*Melton Mowbray Journal*, *Melton Mowbray Mercury*, *Melton Mowbray Times*.

Leaving Melton Mowbray, we run by SCALFORD and LONG

CLAWSON to HARBY AND STATHERN. Here a bifurcation of the line affords two routes, respectively extending towards Nottingham or to Grantham and Newark. Leaving by the branch line for Nottingham, we may notice far ahead to the right Belvoir Castle, the magnificent ancestral seat of the Duke of Rutland. A few minutes now bring us by BARNSTON and BINGHAM ROAD to RADCLIFFE-ON-TRENT. Arriving at COLWICK, an exchange station for several localities on the "*Great Northern Railway*," also for the coalfields of the Erewash Valley, we pass onwards to

NOTTINGHAM,

Fares from Northampton—1st, 2/8; 2nd, 6/8; 3rd, 5/- . Return—1st, 16/10; 2nd, 12/9; 3rd, 10/- .

130½ miles from Euston and 64½ from Northampton. Nottingham, the headquarters of the lace manufacture, is situated on rising ground overlooking luxuriant meadows, through which flows the Trent, and commands entrancing prospects over the wide Vale of Belvoir, with its fair outlines of the eastern and western hills, while not far distant are the shades of Sherwood Forest. The once mighty stronghold of the Castle was for many centuries the scene of strangely stirring incidents, and alike experienced all the changeful scenes connected with fierce feudal strife, the Wars of the Roses, and the final struggle between King and Parliament. With the great Civil War its history may be considered closed, for after the Restoration it passed into the hands of the Duke of Newcastle, who razed the ancient fortress, and commenced the erection of a new one, which was completed by his successor, and remained until 1831, when its contents were burnt by a furious mob, intent on vengeance for the rejection of the first Reform Bill by the House of Lords. For nearly half a century, his building remained as a mere shell of ruined walls until 1872, when the Corporation undertook its restoration for the purposes of the Midland Counties Art Museum. While referring to the numerous beautiful spots which are devoted to open-air recreations, we should not omit to mention the favourite floral resort of the Arboretum, with its pleasantly-laid-out gardens and miniature park; also the Queen's Walk, "The Meadows," and the extensive Forest Recreation Grounds. Within a few miles are Wollaton Hall, Bestwood Hall, and Newstead Abbey.

Chief amongst the more ancient ecclesiastical edifices of Nottingham is the handsome parish church of St. Mary's. Amongst the best modern buildings are the magnificent French Renaissance pile of the Guildhall, recently erected at a cost of £75,000; also the University College, which owns a noble Early English elevation, and provides ample accommodation for the Free Public Library and Museum. The fine premises of the Grammar School belong to an ancient foundation possessing several scholarships, while numerous

educational agencies, including a Mechanics' Institution and a spacious School of Art, provide every advantage for the masses of population. The Walter Memorial Fountain is an elegant design commemorating the late highly-respected proprietor of the *Times* newspaper, who for some years represented Nottingham in Parliament. Nottingham Market Place, covering nearly six acres, is considered the largest in England. Markets are held on Wednesday and Saturday. In Victoria Street is the General Post Office. At the station are a letter-box, a telegraph office, a refreshment-room, and a bookstall. Connections can here be made with the "*Great Northern*" and "*North Staffordshire*" railways. Hotels—The "*George*," the "*Flying Horse*," the "*Black Boy*," the "*Lion*," and the "*Caledonian Temperance Hotel*." (Population—211,984.)

Daily Press—*Nottingham Daily Express*, *Nottingham Daily Guardian*, *Nottingham Evening Mail*, *Nottingham Evening News*, *Nottingham Evening Post*. Press—*Nottinghamshire Guardian*, *Nottinghamshire Weekly Express*, *Nottinghamshire Journal*.

Returning to HARBY AND STATHERN, we either travel to GRANTHAM, or proceed over the direct express route from Leamington, Northampton, and the Midlands to Doncaster, Hull, York, Scarborough, and other towns on the "*Great Northern*" and "*North Eastern*" railways, which are reached *via* RED MILE and

NEWARK-UPON-TRENT,

Fares from Northampton 1st, 10/6; 2nd, 7/-; 3rd, 5/5. Return—1st, 19/3; 2nd, 13/2; 3rd, 10/10. 130½ miles from Euston. Newark is an interesting town abounding in fine old timber houses, and also remarkable for its ruined castle, imposing Church, and foundation Grammar School. The Castle, once an important military key to the North, has figured at various periods of English history, but its ruins alone remain, and its picturesque site has been utilised for public gardens. The parish church of St. Mary Magdalen, principally of Perpendicular architecture, is surmounted by a massive tower with a lofty spire and a peal of ten bells. The spacious interior is rich in decorative carving, and glows with stained glass. Amongst the memorials is a large and exceedingly handsome brass in memory of Allan Fleming. The chief public buildings are the Town Hall and the Corn Exchange. A weekly corn market is held every Wednesday. Here are cement and machinery works, also breweries, maltings, and flour mills. The General Post Office is in Wilson Street. Connections can here be made for Retford, Doncaster, Wakefield, Leeds, Bradford, Halifax, Hull, York, Scarborough, Whitby, Sunderland, and Newcastle-upon-Tyne. Hotels—The "*Clinton Arms*," the "*Saracen's Head*," and the "*Ram*." (Population—14,457.) Press—*Newark Advertiser*, *Newark Herald*.



SKETCH PLANS
OF
WARWICK
AND
STRATFORD-UPON-AVON,
IN
DIRECT CONNECTION,
BY THE
EXPRESS SERVICES
OF THE
London and North Western Railway,
WITH
LONDON

(Euston, Broad Street, Victoria),

LEAMINGTON,	EDINBURGH	CHESTER,
COVENTRY,	GLASGOW,	BANGOR,
BIRMINGHAM,	GREENOCK	DUBLIN,
LIVERPOOL,	STIRLING,	CORK,
MANCHESTER,	PERTH,	QUEENSTOWN,
LEEDS,	INVERNESS	GALWAY,
PRESTON,	DUNDEE,	BELFAST,
CARLISLE,	ABERDEEN,	LONDONDERRY,

AND ALL PARTS OF
ENGLAND, SCOTLAND, WALES, AND IRELAND.

WARWICK

OWNS DIRECT RAILWAY COMMUNICATION with London, Birmingham, Liverpool, Manchester, and Leeds: also with all parts of the Midland Counties.

THE ATTRACTIONS OF WARWICK.

THE ancient town of Warwick, interesting to all lovers of Shakespearian history, offers many attractions to visitors, especially to Americans. Its famous Castle, one of the finest feudal remains in the country, Guy's Cliff, Leicester Hospital, the Collegiate Church of St. Mary, and the Museum, should certainly be seen: while excursions can be made to Leamington, Kenilworth, Stratford-on-Avon, Charlecote Park, and other places in the neighbourhood.



GATEWAY OF LEICESTER HOSPITAL, WARWICK.

WHERE TO STAY.

THE "WOOLPACK" HOTEL,

OLD-ESTABLISHED AND FIRST-CLASS FOR FAMILIES AND GENTLEMEN.

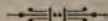
WELL PATRONISED BY AMERICANS.

WITHIN A FEW MINUTES' WALK OF THE CASTLE (OPEN DAILY, SUNDAYS EXCEPTED), LEICESTER HOSPITAL, ST. MARY'S CHURCH; AND CENTRALLY SITUATED FOR VISITING GUY'S CLIFF, KENILWORTH, STRATFORD-ON-AVON, AND CHARLECOTE PARK.

LADIES' COFFEE ROOM.

POSTING AND EXCELLENT STABLING.

CHARGES MODERATE.



COOK'S HOTEL COUPONS AND CHEQUE
BANK CHEQUES TAKEN.

ANNE KNAPP,
Proprietress.

For Warwick, see page 382.

NORTH TO SOUTH EXPRESSES.

OXFORD, CAMBRIDGE, BEDFORD, AND STRATFORD-UPON-AVON.
WILLESDEN JUNCTION, EUSTON, SOUTH COAST, AND THE CONTINENT.

SECTION XII.—ABERDEEN, INVERNESS, DUNDEE, PERTH, GLASGOW, EDINBURGH, CARLISLE, PRESTON, DUBLIN, HOLYHEAD, BANGOR, CHESTER, LEEDS, MANCHESTER, LIVERPOOL, CREWE, BIRMINGHAM, RUGBY, AND LONDON, TO BANBURY AND OXFORD; TO BEDFORD AND CAMBRIDGE FOR NORWICH, YARMOUTH, LOWESTOFT, IPSWICH, COLCHESTER, AND THE EASTERN COUNTIES; AND TO STRATFORD-ON-AVON *via* BLISWORTH OR *via* RUGBY:—ALSO FROM IRELAND, NORTH WALES, SCOTLAND, THE NORTH OF ENGLAND AND THE MIDLAND COUNTIES TO PARIS AND THE CONTINENT *via* DOVER, FOLKESTONE, QUEENBOROUGH, HARWICH, NEWHAVEN, AND SOUTHAMPTON.



HAVING travelled throughout the larger portion of the vast territory served by the "*London and North Western Railway*" and its associated traffic systems in England, Scotland, Wales, and Ireland, we will finally set out for the ancient Universities of Oxford and Cambridge; visit the old county town of Bedford, ever sacred to the memory of the immortal dreamer John Bunyan; and, lastly, pause awhile amidst the scenery of Stratford-on-Avon, most attractive to lovers of that warm-hearted genius William Shakespeare. Each of these classic spots may be reached by the "*ROYAL MAIL WEST COAST ROUTE*," which not only serves the English, Scotch, and Irish capitals, but enters Liverpool, Manchester, Birmingham, Leeds, and other chief cities of the United Kingdom. It thus supplies an iron highway from the far North to the Midlands and the South, and likewise, from *Willesden Junction* or *Euston Square*, places its passengers in direct communication with the various Continental expresses for Paris, Brussels, Amsterdam, Berlin, Rome, and all parts of Europe. Much of the popularity which is enjoyed by the "*London and North Western Railway*" throughout the United States and Canada is

undoubtedly due to the fact of its providing access to the many centres of interest in the "Old Country" which are still dear to millions of cultured Americans. At the same time it affords a direct express route from Queenstown or Liverpool *via* Harwich or *via* Euston to the chief cities and tourist districts of the Continent.

WHETHER we are travelling from Aberdeen, Inverness, Dundee, Perth, Stirling, Edinburgh, Glasgow, or Carlisle; from Leeds, Manchester, or Liverpool; from Queenstown, Dublin, Belfast, or Chester; or from Birmingham and the Midland Counties, we may rely on a comfortable and expeditious journey to RUGBY or BLETCHLEY JUNCTION. Passengers by certain "North to South" expresses exchange at the former station for the services to BLETCHLEY, and those from London (*Euston, Broad Street, and Victoria*), can also travel to the same destination, where they exchange trains, and proceed either to the east for Bedford and Cambridge or westwards to Banbury and Oxford. Presuming that we select the latter route, we quickly pass by SWANBOURNE and WINSLOW to VERNEY JUNCTION, whence passengers travel through PADBURY to BUCKINGHAM, a quaint market town upon the river Ouse. In its vicinity is Stowe House, the fine seat of the Duke of Buckingham. Clearing FULWELL and WESTBURY, BRACKLEY and FARTHINGHOE, we next reach

BANBURY,

Fares from Euston—1st, 12 6; 2nd, 10 -; 3rd, 6 5. Return—1st, 22 9; 2nd, 17 3; 3rd, 12 10.

77½ miles from Euston. This ancient market town, an important agricultural centre of Oxfordshire, is chiefly celebrated for its engineering works and tweed factories. It will also be remembered for its Market Cross, renowned in nursery story, likewise for those most popular edibles Banbury cakes. Its principal public buildings are St. Mary's Church, the Town Hall, and a Corn Exchange, where a market is held on Thursday. The General Post Office is in the High Street. Hotels—The "Red Lion" and the "White Lion." (*Population*—12,987.) Communication with the Eastern Counties exists *via* FARTHINGHOE, HELMDON, WAPPENHAM, TOWCESTER, BLISWORTH, and NORTHAMPTON. Press—*Banbury Advertiser, Banbury Beacon, Banbury Guardian.*

From Verney Junction extends a short branch southwards *via* GRANDBORO' ROAD and QUANTON ROAD to AYLESBURY. Resuming our journey towards Oxford, we run by CLAYDON, MARSH-GIBBON, POUNDON, and LAUNTON to BICESTER, an ancient market town about three miles from the finely-timbered expanse of Middleton Park, the seat of the Right Hon. Lord Stalbridge. We next pass ISLIP, and approach the city of

OXFORD

(For Reading, Gloucester, and Worcester; Dorchester and Weymouth;
Bath, Bristol, Exeter, Plymouth, and the West of England),

Fares from Glasgow—	1st, 56/3;	2nd, 43/9;	3rd, 28/11.	Return—1st, 104/3;	2nd, 76/3;	3rd, 57/10.
Edinburgh—	55/9;	43/3;	29/10.	101/-;	79/-;	59/5.
Dublin—	46/6;	35/-;	19/9.	77/6;	58/6;	54/-.
(Express)—	51/6;	39/-;		86/6;	65/-.	
Manchester—	33/9;	18/-;	12/11.	44/3;	33/-;	25/10.
Liverpool—	41/-;	30/6;	13/7.	45/3;	34/6;	27/3.

78½ miles from Euston, 186½ from Liverpool, 173½ from Manchester, and 77½ from Cambridge. Planted in a most luxuriant country, watered by the picturesque windings of the Isis and Cherwell, interspersed by many a pleasant garden or leafy view, and marvellously enriched with the architectural features of the present and bygone ages, Oxford may be said to possess attributes of beauty and interest which own no compeer, and admit of no dispute. Whether taken in detail, as its successive buildings with their ever attractive surroundings open out to the rambler amidst the old-fashioned streets, or viewed from its more distant vantage points such as Bagley Wood or Headington Hill, the visitor to Oxford cannot fail to be impressed by its combined charms of nature and art.

The history of Oxford, if it ever could have been said to exist before the foundation of its world-famed University, must have been most uneventful, and therefore as their interests are not only identical, but we may presume coeval, it will be sufficient to name the great King Alfred, of honoured memory, as the monarch whose wisdom and foresight fixed on the fair midland city, and gave the first impetus to its marvellously developed work of learning. Be that as it may, the succeeding centuries have each contributed their quota to its growth, not alone in buildings, but in those more mighty intellectual forces whereby Oxonians of the past have shone alike in Divinity, Law, Medicine, Art, Science, and Literature, and thus in connection with the men from the sister University have tended to place the present age in the foremost rank of learning and civilisation.

During the stirring times of national conflict, the city experienced many unlooked-for changes, the chief periods of disquiet having been at the time of the Great Reformation, which in 1555–6 was sealed by the martyrdom of Bishops Latimer, Ridley, and Cranmer, a noble trio, worthily commemorated by the Martyrs' Memorial, erected near Balliol College; and the memorable era of the Civil War between the Cavaliers and the Puritans.

But to return to the principal features of Oxford, our first impressions will probably be those of surprise at its vast mass of closely-accumulated interests, for scarcely have we passed one noble college or magnificent hall ere we meet with another, and

perchance while there absorbed, we may escape many an opposite building of equal or surpassing interest. How in so limited a space to do adequate justice to such a subject, we know not, therefore we can but name a few luminaries from this constellation of light and learning. Firstly, we would venture to notice the massive eleva-



CHRIST CHURCH, FROM THE MEADOWS.

tion of the Sheldonian Theatre, ever to be remembered by graduates or undergraduates alike, for its annual "Commemoration Day," with its scenes of wild or orderly enthusiasm; then we would speak of the noble Bodleian and Radcliffe Libraries, with their well-nigh incalculable stores of books, comprising some 300,000 volumes; the truly magnificent University Museum and Observatory, wonderful alike in its capacious elegance, valuable collections, and exquisite park-like surroundings; the Ashmolean Museum, rich in its records of heraldry and genealogy, its Arundel marbles, and in the extent of its geological treasures and mediæval antiquities; the newly-



LONDON AND NORTH WESTERN RAILWAY.

THE ROYAL MAIL WEST COAST ROUTE
BETWEEN
ENGLAND, SCOTLAND, WALES, IRELAND,
AND THE
CONTINENT.

EXPRESS SERVICES AND THROUGH BOOKINGS FROM THE
PRINCIPAL STATIONS ON THE "LONDON & NORTH WESTERN" AND
THE "CALEDONIAN" RAILWAYS TO ALL PARTS OF EUROPE, IN CON-
NECTION WITH THE



THE ARCH OF TITUS, ROME.

SOUTH EASTERN,
LONDON CHATHAM & DOVER,
LONDON BRIGHTON & SOUTH COAST,
GREAT EASTERN,
LONDON & SOUTH WESTERN,
MANCHESTER SHEFFIELD & LINGOLN-
SHIRE (VIA GRIMSBY),
AND
NORTH EASTERN (VIA HULL)
RAILWAYS,
TO
CALAIS, BOULOGNE,
FLUSHING, OSTEND,
ANTWERP,
ROTTERDAM, HAMBURG,
DIEPPE, HAVRE,
PARIS, BERLIN,
MADRID, DRESDEN,
MILAN, MUNICH,
ROME, GENEVA,
FLORENCE, BERNE,
NAPLES, BASLE,
VENICE, LUCERNE,
VIENNA, MARSEILLES,
BRUSSELS, CANNES,
THE HAGUE, NICE,
AMSTERDAM, MENTONE,
&c. &c. &c.

For the "London and North Western" Continental Services, see pages 411-13.

LONDON & NORTH WESTERN RAILWAY.

THE ROYAL MAIL WEST COAST ROUTE

FROM THE

SCOTTISH HIGHLANDS, INVERNESS, ABERDEEN, DUNDEE, PERTH,
EDINBURGH, GLASGOW, CARLISLE, BARROW, QUEENSTOWN, CORK,
GALWAY, BELFAST, DUBLIN, CHESTER, SHREWSBURY, LIVERPOOL,
MANCHESTER, STOKE, STAFFORD,
BIRMINGHAM, NORTHAMPTON,
OXFORD, AND CAMBRIDGE,

AFFORDS EXPRESS SERVICES AND
THROUGH BOOKINGS

VIA WILLESDEN JUNCTION
OR EUSTON STATION TO

Charing Cross, Victoria, Cannon Street,
London Bridge, Liverpool Street,
and Waterloo,

FOR ALL PARTS OF

FRANCE, SPAIN, ITALY,
HOLLAND, BELGIUM,
SWITZERLAND, GERMANY,
AUSTRIA, RUSSIA,
AND THE WATERING-PLACES OF THE
FRENCH AND ITALIAN
RIVIERA.



BALMORAL, THE DEESIDE HIGHLANDS.

(From a photograph by G. H. Wilson & Co., Aberdeen.)

BAVENO, THE LAGO MAGGIORE.

For the "London and North Western" Continental Services, see pages 411-13.

erected Examination Schools; and the spacious University Galleries adjoining the Taylor Institutions. Neither should we overlook the Clarendon Building, famous for its connection with the art of printing; or the beautifully-cultivated slopes of the Botanical Gardens, planted on the banks of the Cherwell. And, again, we could notice such ancient churches as St. Aldate's, All Saints', St. Ebbe's, St. Cross Holywell, St. John the Baptist, St. Martin's, St. Mary the Virgin, St. Mary Magdalen, and St. Peter's in the East, the last an old Norman building of considerable architectural interest.

Turning to the colleges and halls, the former being the present crowning glory of Oxford, and the latter well defined as "in a measure a *survival*," and their system "a *revival* of the conditions of academical life which prevailed before the foundation of colleges," we are again surrounded by a profusion of architectural, historical, and biographical interests. Christ Church is chiefly remarkable for its chapel, the ancient pile now used as the diocesan cathedral, which is noteworthy for its Norman and Early English details, numerous monuments—including the shrine of St. Frideswide—and good stained glass. Amongst its renowned scholars we may name two leading statesmen, William Pitt and the Rt. Hon. William Ewart Gladstone. Oriel is also noted for its roll of distinguished men, including Dr. Pusey and Cardinal Newman; while its opposing school of thought at Balliol is celebrated for the mastership of Wycliffe, aptly termed "the morning star of the Reformation," and the membership of Archbishop Tait. Merton deserves notice for its magnificent chapel and ancient library; University, for its venerable frontage; and Queen's, a classical building of large proportions, claims many a quaint custom for Christmastide and the New Year.

Neither let us forget the glorious pile of Magdalen, with its symmetrical tower, picturesque cloisters, walks, and grove, and refreshing outlook over gardens and river; nor the memories of its famous students, Wolsey, Addison, and John Hampden, with their numerous compeers, who perchance may have joined in the early morning hymn sung each May Day on the top of the tower. All Souls' is another splendid example of sculptural excellence, its series of canopied statuary being almost unique, as is its special devotion to the studies of history and law. New College, William of Wykeham's foundation, is also of note for its magnificent chapel, the pastoral staff of its founder, and the beauty of its gardens. And as the larger colleges contain either in themselves or their surroundings numerous features of interest, so in the smaller foundations certain specific details at once arrest our gaze; for instance, the noble gateway of Brasenose; the fine proportions and designs of the chapel at Exeter College; the complete restoration of the chapel at Jesus, the Welsh College;

the fine carving by Grinling Gibbons at Trinity; and the stained glass at Wadham. Again, we have Corpus Christi, ever noted for its wonderful library of valuable books and manuscripts; the marvellously beautiful gardens of St. John's and Worcester; while Lincoln, Pembroke, Wadham, Hertford, and the modern foundation of Keble, erected in memory of the revered author of "The Christian Year," with the halls of St. Edmund, St. Mary, New Inn, and St. Albans, have each their marks of interest and their memories of eminent men in the ranks of divinity, law, letters, or medicine. Mansfield College is a flourishing Nonconformist foundation. Amongst the more recent collegiate institutions are Wycliffe Hall and St. Stephen's House; also Lady Margaret Hall and Somerville Hall, both of which are associated with the higher education of women.

Reverting to the town and station, we should remark that the General Post Office is in St. Aldate's Street. A market is held each Saturday. The "*London and North Western Railway*" station is supplied with a telegraph office and a bookstall. From the adjoining station of the "*Great Western Railway*" passengers can book for Reading, Gloucester, Worcester, Dorchester, Weymouth, Bath, Bristol, Exeter, Plymouth, and the chief watering-places of Devon and Cornwall. Transfer porters will remove luggage at the rate of twopence for each package. The leading hotels are the "Clarendon," a high-class county hotel in Cornmarket Street, noteworthy for its floral decorations; the "Randolph," the "Mitre," the "Roebuck," and the "Golden Cross."

Weekly Press—*Oxford Chronicle, Oxford Guardian, Oxford Journal, Oxford Review, Oxford Times, Oxford University Gazette, Oxford University Herald.*

(For an additional illustration of Oxford, see Supplementary Pictorial Pages).

Returning to BLETCHLEY JUNCTION, which we again leave *en route* for Cambridge, we soon run by the little town of FENNY STRATFORD and approach WOBURN SANDS, which during recent years has become a famous rural health resort. It is chiefly remarkable for a dry sandy subsoil and odoriferous evergreen pine woods, in many respects reminding visitors of Ascot, Bagshot, and the district of north-western Surrey. On the higher lands in the neighbourhood of Aspley Heath is The Knoll, a high-class preparatory school conducted under the direction of the Rev. E. F. Miller, M.A. This beautiful residence, which is surrounded by picturesque grounds of some thirteen acres, stands upon an elevated site five hundred feet above the sea. (For an illustration, see *Panoramic Map facing Preface.*) The town of Woburn is some three miles distant from the railway station, whence we may also reach Woburn Abbey, the magnificent ancestral domain of the Duke of Bedford. After

passing RIDGEMONT and LIDLINGTON we reach MILLBROOK (for *Amphill*), where is Amphill Park, another seat belonging to the Duke of Bedford. The Park, once the site of Amphill Castle, and also reputed to be the spot where the chivalrous Sir Philip Sidney composed his "*Arcadia*," abounds in majestic trees, and the lime-tree avenue in the garden has features of marvellous beauty. Within a few minutes we pass on our left the buildings of the Bedford Middle-Class County School, while away on our right are the parish church and village green of Elstow, a fit preface to the many reminiscences of John Bunyan which are interwoven with

BEDFORD,

Fares from Liverpool—1st, 22/6; 2nd, 17/6; 3rd, 13/1. Return—1st, 45/-; 2nd, 34/6; 3rd, 26/8.

60½ miles from Euston. The ancient capital of Bedfordshire, which is most pleasantly situated upon the banks of the Ouse, traces its rise to the early days of Saxon and Danish history. It is now widely celebrated as a superior residential and educational centre, also for its bygone connection with the author of "*The Pilgrim's Progress*," probably the best-known and most widely read of our English classics. One of the best of the many volumes which have been penned in relation to this world-famed Bedfordshire worthy is "*John Bunyan: His Life, Times, and Work*," by Bunyan's successor in the ministry, Dr. John Brown.

Chief amongst the attractions of Bedford are the various foundation schools connected with the Harpur Trust. Although Bedford Grammar School was originally founded in 1552 by Edward VI., it was not until fourteen years later that Sir William Harpur, a merchant of London and a native of Bedford, endowed the school with properties that now yield a handsome revenue, mostly appropriated to the support of the Grammar School, the Modern School, the Girls' High School, the Girls' Modern School, and other centres of education. The parish churches deserve notice, amongst the more ancient being St. Paul's, St. John's, St. Mary's, and St. Peter's; although the associations of worthy John Bunyan's Meeting House may be said to overshadow them all. The original chapel has passed away, but the present building is entered by two magnificent bronze doors—presented by the Duke of Bedford—with rich reliefs emblematical of scenes in the "*Pilgrim's Progress*." In the vestry still remains Bunyan's chair, and he is also commemorated by a tablet in the chapel, although his most noteworthy memorial is undoubtedly the Bunyan Statue on St. Peter's Green, executed by Mr. Boehm, and unveiled by the late Dean Stanley. Within two miles is the village of Elstow, the birthplace of the immortal dreamer, and still of interest for his cottage home.

With regard to commerce, Bedford is the seat of large agricul-

tural engineering works, and the centre of a fertile farming district. A weekly market is held on Saturday, and Thursday is an early-closing day. Some of the principal public buildings are the Bedford Literary and Scientific Institute and General Library, the Shire Hall, the Municipal Buildings, the Bedford Club, the Town and County Club, and the Bedfordshire Infirmary. The General Post



BUNYAN'S COTTAGE, ELSTOW.

Office is in High Street. The station is supplied with a bookstall. The "Swan," the "Lion," and the "George" are the leading hotels.

Weekly Press—*Bedfordshire Express*, *Bedfordshire Mercury*, *Bedford Record*, *Bedfordshire Standard*, *Bedfordshire Times*.

(For an additional illustration, see Supplementary Pictorial Pages.)

LEAVING BEDFORD, and crossing the Ouse, we pass BLUNHAM, and come to SANDY, which is in connection with the "*Great Northern Railway*." Passengers can here exchange carriages for

Biggleswade, Huntingdon, and other local stations. We next reach the market town of **POTTON**, which is succeeded by **GAMLINGAY**, **OLD NORTH ROAD**, **LORD'S BRIDGE**, and

CAMBRIDGE

(For *Ely, Lynn, and Hunstanton; Norwich, Cromer, Yarmouth, and Lowestoft; Colchester and Clacton-on-Sea; Newmarket, Bury St. Edmunds, Ipswich, Harwich, Antwerp, Rotterdam, and Hamburg*),

Fares from Glasgow—	1st, 52/9;	2nd, 40/10;	3rd, 29/5.	Return—1st, 99/5;	2nd, 77/4;	3rd, 56/1.
Edinburgh—	52/3;	40/6;	29/11.	98/8;	76/7;	55/10.
Dublin—	48/-;	39/-;	21/5.	80/-;	60/-;	37/8.
Express—	53/6;	40/-;		89/6;	67/-;	
Manchester—	21/3;	17/3;	12/10.	42/4;	34/6;	25/8.
Liverpool—	25/10;	20/6;	15/4.	51/4;	40/8;	30/9.
Birmingham—	14/2;	11/-;	8/5.	28/4;	22/-;	16/10.

92½ miles from Euston, 112 from Birmingham, 200½ from Liverpool, 187½ from Manchester, and 77½ from Oxford. Seated on the banks of the sluggish Cam, surrounded by the fertile plains of Cambridgeshire, and thickly studded with noble colleges and stately halls, the ancient University town has in itself and its vicinity many a charm alike powerful to the lover of Nature and learning. While the first impressions of Oxford rush upon us as a crowded profusion of architectural and natural beauty, teeming with historical associations, those of Cambridge, while no less beautiful, partake more of an extended or expansive character, and its memorials of bygone days more gradually unfold themselves as we advance through the town.

In noticing the buildings of the University, we will give priority to its leading foundation, far-famed Trinity College, approached by the noble gateway that, standing in Trinity Street, affords access to the old or great court. Its chief features are three stately quadrangles, a remarkably handsome chapel containing the celebrated statue of Sir Isaac Newton by Roubilliac, the magnificent dining-hall, and the fine library designed by Sir Christopher Wren. Its vast assemblage of *alumni* includes princes, peers, and commoners, forming one mighty phalanx of intellectual power, comprising many such men as Newton, Byron, Macaulay, and Tennyson, whose influence has been world-wide. Passing by Gonville and Caius, which possesses one of the most effective modern elevations, we are reminded of its ancient portal inscribed "*Humilitatis*," succeeded by one still standing with its mottoes "*Virtutis*" and "*Sapientie*," and that known as "*Honoris*," the much-coveted and highly ornamental "Gate of Honour" which leads to the Schools and Senate House. It is fitly approached, as we glean from these "*sermons in stones*," by humility, virtue, and learning.

From Caius we soon cross to Clare and Trinity Hall, both verdant with all the delights of garden and lawn, and the latter remarkable as a haunt of legal study. King's College is close at



hand with its glorious Perpendicular chapel and richly-ornamented roof spreading out into fan tracery, while a rich mellow light gleams from its superb, indeed unique, series of stained windows. Further on, we reach Queen's and St. Catherine's, the quaint buildings of the former reminding us of its connection with the great Erasmus, one of the silent helpers of the Reformation.

And now we may enter on what may be rightly termed the



THE FITZWILLIAM MUSEUM.

crowning glory of Cambridge, if, taking a boat at the gardens of Queen's, we gently row through the never-to-be-forgotten scenery of the "Backs," the peculiar boast of this University. Passing under many a picturesque bridge, college after college can be traced amidst its emerald setting of leafy avenues, while gay parterres of flowers, and green swards of softly-springing turf, graced with noble timber, slope as a foreground towards the river. A little later, and we come upon new architectural beauties in the great foundation of St. John's—a clustered Gothic pile on the banks of the Cam.



GREAT EASTERN RAILWAY.

EAST COAST WATERING PLACES AND THE NORFOLK BROADS.

TOURIST TICKETS, available from the 1st of May to the 31st of December, are issued *via* Peterborough or Cambridge,

FROM

DUBLIN, LIVERPOOL, MANCHESTER, RUGBY, BIRMINGHAM,
CARLISLE, CHESTER, CREWE, STAFFORD, AND OTHER STATIONS
ON THE LONDON AND NORTH WESTERN RAILWAY

TO

HUNSTANTON, CROMER, YARMOUTH, LOWESTOFT, SOUTH-
WOLD, ALDEBURGH, FELIXSTOWE, HARWICH, DOVER-
COURT, WALTON-ON-THE-NAZE, AND CLACTON-ON-SEA;
ALSO TO SOUTHEND-ON-SEA VIA LONDON.

The journey may be broken at Cambridge, Peterborough, Ely, Bury St. Edmunds, and Norwich, if on the direct route covered by the ticket held.

Holders of Cromer tickets are allowed to break the journey also at North Walsham, the station for Mundesley, whence the scenes described in Mr. Clement Scott's "*Poppyland*" may be easily reached.

Through carriages are run between Rugby and Yarmouth during the Season.

For full
particulars,
see the
Companies'
Tourist
Programmes.



CROMER CLIFFS.

(From a photograph by Messrs. Poulton & Son, London.)

GREAT EASTERN RAILWAY.

HARWICH ROUTE TO THE CONTINENT
VIA THE
HOOK OF HOLLAND

DAILY (SUNDAYS INCLUDED).

BY the Hook of Holland route passengers are able to reach The Hague, Amsterdam, and other Dutch towns earlier than by any other Route; Cologne (for the Rhine and South Germany) early in the afternoon, Berlin and Hamburg the evening after leaving London. Direct trains are run to and from the principal cities on the Continent alongside the steamers.

ROTTERDAM **ANTWERP**

DAILY (SUNDAYS INCLUDED).

EVERY WEEK-DAY.

THE Boat Expresses leave London (Liverpool Street station) in the evening, and York in the afternoon, running alongside the steamers at Parkeston Quay, Harwich. Through carriages are run from Birmingham and Rugby via Peterborough in connection with the train from York. The steamers leave after the arrival of these trains, and reach the Hook of Holland, Rotterdam, and Antwerp the following morning. The service from Rotterdam and the Hook of Holland is daily, Sundays included; Antwerp every week-day. The Great Eastern Railway Company's new steamers are twin-screw vessels, each engine being capable of being worked separately in the event of accident, which, together with water-tight compartments, insures the greatest possible safety. They are fitted with the Electric Light, and every convenience and comfort for passengers, including Dining, Smoking, and Ladies' Saloons, and Separate Sleeping Cabins. The new twin-screw steamers, "*Berlin*" and "*Amsterdam*," of the same speed and type as the steamer "*Chelmsford*" (L.H.P. 5,000, speed 18 knots), are expected to run from 1st May, 1894, on the Hook of Holland service.

ANTWERP EXHIBITION via HARWICH

(Open May 5th to November 12th, 1894).

For Cheap Excursion Tickets, see G.E.R. Co.'s Continental Time Books.

CHEAP THROUGH AND TOURISTS' TICKETS AT LOW FARES ARE ISSUED BY THIS ROUTE FROM LONDON AND THE PRINCIPAL NORTHERN AND MIDLAND TOWNS.

HAMBURG via HARWICH

Twice Weekly by General Steam Navigation Company's steamers.

Read the New Edition of the "*Tourist Guide to the Continent*," profusely illustrated; "*Walks in the Ardennes*," 6d. each; post free, 8d.

For Time Books (free), Guides, or any further information, apply to any of the Great Eastern Railway Company's Agents; the Booking Offices of the Principal Towns in Scotland, the North of England, and the Midland Counties; 61, Regent Street, London; to H. J. KITCHAM, 379, Broadway, New York; Continental Traffic Manager, Liverpool Street Station, London, E.C.

STATION, LONDON, E.C.
REV. 1894.

WILLIAM BIRT,
General Manager.

But we may not linger now, for, leaving our boat, we can ramble towards Magdalen, where is stored the celebrated diary of chatty Samuel Pepys; Jesus, famed for its restoration and the remains of St. Rhadegund's nunnery; Sidney Sussex, once owning the great Oliver Cromwell as a scholar; Christ's, with its treasured record of Milton and his traditional mulberry-tree still standing in the luxuriant gardens; Emmanuel, the Puritan foundation of Sir Walter Mildmay; Corpus Christi, held in veneration by antiquarians for its invaluable store of manuscripts, including the celebrated Parker collection; the comparatively plain buildings and later foundation of Downing, chiefly associated with the studies of law and medicine; and, lastly, the oldest of all the colleges, St. Peter's, which was founded in the thirteenth century. Amongst the collegiate associations established during recent years are Selwyn College, Ridley Hall, and Ayer's Hall; also Girton College and Newnham College, both of which are designed for the higher education of women.

Turning from the colleges to their associated institutions, we should notice the stately Corinthian Senate House; the architectural magnificence of the Fitzwilliam Museum, with its matchless stores of books, paintings, and engravings; the University Library of 300,000 volumes; the Museum and Lecture Rooms; the Divinity Schools; the Observatory; the Pitt Press; and the beautiful Botanic Gardens.

Reverting to the town, beyond the Guildhall, the Free Library, and some fine recreation grounds, it cannot be said to claim many features of note. But certain churches—such as St. Benet's, St. Mary the Great, where is preached the University sermon, the ancient and interesting round edifice of St. Sepulchre's Church, and Holy Trinity Church, famous for the sixty years' ministry of the late Rev. Charles Simeon—have architectural details and personal associations of local and even wider interest.

The market is held at the Corn Exchange every Saturday. In St. Andrew's Street is the General Post Office. The station platform is of great length, and is provided with a letter-box, a postal telegraph office, bookstalls, and refreshment-rooms. Direct connections are here made with the "*Great Eastern Railway*" for Newmarket, Bury St. Edmunds, Stowmarket, Ipswich, and Harwich for the Continent *via* Antwerp, Rotterdam, or Hamburg; for Haverhill, Sudbury, and Colchester; for Bishop's Stortford; for Ely, Lynn, and Hunstanton; and also for Norwich, Wroxham, Cromer, Lowestoft, and Yarmouth.

The leading hotels of Cambridge are the "University Arms," the "Bull," the "Hoop," and the "Lion."

Daily Press—*Cambridge Daily News*. Weekly—*Cambridge Chronicle*, *Cambridge Express*, *Cambridge Independent Press*, *Cambridge University Reporter*.

It is difficult to decide whether it be a privilege or otherwise to be called upon to mention matters of the greatest moment within the smallest possible compass. Whichever it may be, just such a task lies before us when we attempt within the limits of a few pages to adequately notice those rural localities of Northamptonshire and Warwickshire which are more particularly identified with the great American patriot George Washington, and the great English poet William Shakespeare, two ideal lovers of their kin and country, who demand the fullest recognition from all English-speaking people. With such impressions we commence what at best can be but a mere outline of the many attractions which line the path of the tourist who travels from the North or from the South *via* the "*London and North Western Railway*" to Northampton or Blisworth Junction, and thence proceeds through the pleasant countryside which is served by the "*East and West Junction Railway*" to the fair Warwickshire town of Stratford-on-Avon.

Presuming that we alight in the first instance at Northampton, we shall most probably be tempted to undertake a short trip by railway (see page 61) to Great Brington, an English village owning associations with the ancestors of George Washington, the first

President of the United States. Here is the substantial parish church where may be seen the celebrated Washington memorials. Of these the more

remarkable is the deeply-incised stone slab that rests on the floor of the chancel; bears the Washington arms, that undoubtedly suggested the "stars and stripes" of the United States flag; and com-



THE HOME OF THE WASHINGTONS, LITTLE BRINGTON.

memorates Laurence Washington, a country gentleman of good family, who died on the 13th of December, 1616. The ancestral seat of the Washingtons was Sulgrave Manor, a charming old mansion not many miles distant. Unforeseen reverses compelled the family early in the seventeenth century to remove to a very



STONE SLAB ON THE WASHINGTON TOMB,
GREAT BRINGTON CHURCH.

modest house in the neighbourhood of Little Brington, which is yet pointed out as one of the homes of George Washington's ancestors. It was probably well known to his great-grandfather, John Washington—himself a grandson of the Laurence Washington whose memorial may be seen in Great Brington Church—who emigrated to Virginia in 1659, and became the founder, not only of a honoured American family, but of an intelligent, free, and powerful people.

Having returned from our prefatory jaunt either to Northampton or Blisworth, we will now join one of the trains that run towards the birthplace of the immortal Shakespeare. Leaving Blisworth, we ride for a few miles southward to Towcester, a quaint old town with a handsome church and a comfortable inn, the "Pomfret Arms," of which we read under another name in the "*Pickwick Papers*." By BLAKESLEY we pass westward to MORTON PINKNEY, an old-world village within three miles of Sulgrave, where yet stands the country house of the Washingtons, of which we have already spoken.

Still speeding onwards, we successively run through the stations of BYFIELD and FENNY COMPTON ere we reach KINETON, not far from which, on the 23rd of October, 1642, was fought the great battle of Edgehill, which ended in a decisive victory for the Parliament. Passing through ETINGTON, we now approach

STRATFORD-UPON-AVON,

Fares from Euston—1st, 17/3; 2nd, 12/1; 3rd, 8/5. Return—1st, 31/6; 2nd, 22/2; 3rd, 16/10.

101 miles from Euston. This pleasant little English market town, with its wide streets, substantial dwellings, general air of comfortable respectability, and romantic rural surroundings, is one that on its own account might well detain a passing visitor. But when in our imagination we can people it afresh with the men, the women, and the manners that yet live in the pages of its world-famed bard, we find much to remind us that here was born, and that here lived, England's greatest intellectual genius—warm-hearted and



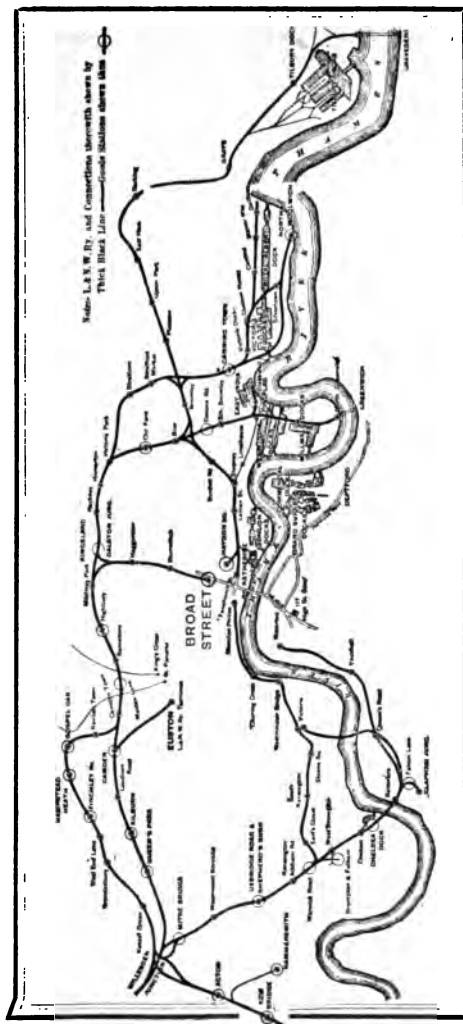
SHAKESPEARE'S BIRTHPLACE, STRATFORD-UPON-AVON.

impulsive William Shakespeare. The spots to which we should wend our steps are Shakespeare's birthplace in Henley Street, which during a recent year was visited by 19,414 persons; New Place, where the poet resided during his later and more prosperous days; the magnificent parish church of Holy Trinity, where may be seen his monument, and where he sleeps his last long sleep, near to the calmly-flowing waters of his beloved Avon; the imposing Shakespeare Memorial Theatre, Library, and Picture Gallery; and the fine Memorial Clock Tower, presented by Mr. George W. Childs, proprietor of the *Philadelphia Ledger*. Within the limits of a **ng** walk or drive are Anne Hathaway's cottage, and Charlecote

Park, surrounding the stately mansion of the Lucys. Reverting to Stratford of the nineteenth century, we should remark that it possesses an excellent Grammar School, founded by King Edward VI., also a Town Hall. The General Post Office is in Henley Street. A market is held on Friday, and Thursday is an early-closing day. The leading hotels are the "Shakespeare," the "Red Horse," and the "Falcon." (Population—8,318.) Press—*Stratford-upon-Avon Herald*.

CONTINENTAL AND TOURIST TRAFFIC.

Turning from the railway services of the United Kingdom to those of the Continent, we should remark that the "*London and North Western*" system is, both at EUSTON and at WILLESDEN, in direct connection with the express routes to Paris, Brussels, and the chief capitals of Europe; also with the French and Italian Riviera, and *via* Brindisi or *via* Naples with the East. Its route is especially convenient for American visitors who may be travelling from Queenstown, Dublin, Liverpool, or Glasgow, to Paris *via* Euston, or to Brussels, Amsterdam, and Berlin *via* Harwich, seeing that their through tickets permit of the breaking of their journeys *en route* in order to visit such places of interest as Chester, Kenilworth, Warwick, Stratford-upon-Avon, Oxford, and Cambridge. Through bookings to or from the Continent are now issued from the principal stations on the "*North Western*" and its associated traffic systems in England, Wales, Scotland, and Ireland; also from its numerous European agencies. Passengers can land in France at Calais, Boulogne, Dieppe, Honfleur, Havre, Cherbourg, Granville, and St. Malo; in Belgium, at Antwerp, Ostend, and Flushing; in Holland, at the Hook of Holland, Rotterdam, and Amsterdam; in Denmark, at Esbjerg; and in Germany, at Hamburg. Beyond the intimate connections afforded by the "*London and North Western Railway*" with the chief passenger services of Europe, we would direct attention to its special arrangements for the conduct of an immense Continental parcels and goods traffic throughout France, Belgium, Holland, Germany, Switzerland, Italy, and Austria. These arrangements provide for the expeditious discharge or landing of consignments between English seaports and Amsterdam, Antwerp, Bordeaux, Boulogne, Bremen, Bruges, Brussels, Caen, Calais, Charente, Cherbourg, Dieppe, Dunkirk, Flushing, Genoa, Ghent, Granville, Gravelines, Hamburg, Harlingen, Havre, Honfleur, Leghorn, Le Treport, Lisbon, Marseilles, Messina, Nantes, Naples, Odessa, Oporto, Ostend, Palermo, Rotterdam, Rouen, St. Malo, St. Nazaire, Stettin, and Terneuzen. Every information relating to Continental traffic can be obtained of Mr. E. Michel, Continental Traffic Superintendent, Euston Station, N.W.



PLAN OF THE LONDON AND NORTH WESTERN METROPOLITAN GOODS STATIONS, AND THEIR CONNECTIONS
WITH THE LONDON DOCK SYSTEM.

PRINCIPAL DESTINATIONS OF STEAMERS AND SAILING VESSELS DEPARTING FROM THE PORT OF LONDON.

Adelaide, Aden, Alexandria, Algiers, Algor Bay, Amsterdam, Antwerp, Antigua, Auckland, Baltimore, Barbadoes, Batavia, Beira, Beyrout, Berhice, Bombay, Bordeaux, Boston, Bremen, Brisbane, Buenos Ayres, Cadiz, Calcutta, Canary Islands, Cape Town, Christiania, Christiansand, Chinde, Colombo, Constantinople, Copenhagen, Delagoa Bay, Demerara, Disseldorf, East London, Freemantle, Gothenburg, Grenada, Halifax, Hamburg, Hobart, Hong Kong, Königsberg, Kurrachee, Lisbon, Madagascar, Madeira, Madras, Malta, Marseilles, Martinique, Maryborough, Mauritius, Melbourne, Monte Video, Mossel Bay, Natal, Newcastle, New York, Penang, Philadelphia, Rangoon, Rio de Janeiro, Shanghai, Singapore, Sydney, Trinidad, Wellington, Yokohama, Zanzibar.

The Continental and General Tourist Agents of the "*London and North Western Railway Company*" are Messrs. Henry Gaze and Sons, of 142, Strand, London: whose branch offices will be found throughout the United Kingdom, Europe, and America.

GOODS DEPARTMENT
OF THE
LONDON AND NORTH WESTERN RAILWAY.



OUR closing pages must be devoted to a brief notice of the admirably-organised and efficiently-administered Goods Department; which furnishes those popular express mercantile services that are so inalienably associated with the high commercial status of the "*London and North Western Railway*." For the "*North Western*" not only claims pre-eminence as the standard mail and passenger line of the United Kingdom, but likewise maintains a reputation for dealing with a larger tonnage of merchandise than any other railway of Great Britain; while its excellent mineral services are also of the first importance to the country. These facts will be the more obvious if our readers will refer to the Company's official map, which shows the intimate relations of the "*West Coast*" systems with all parts of the United Kingdom; especially with the agricultural, mining, and manufacturing centres of England, Wales, Scotland, and Ireland.

Seeing that three-fifths of the Company's revenue is derived from its merchandise and mineral tonnage, we shall come still closer to our subject if we briefly notice how greatly the commerce of the country is dependent upon the iron bands of "*North Western*" tracks. Springing from a most powerful base in the City and Dock System of London—supported upon the one side by Dover, Folkestone, Newhaven, Portsmouth, Southampton Docks, and the southern counties of England; and upon the other by the European Continent—the great trunk route extends northward through Birmingham, Wolverhampton, and Stafford to Crewe, where it receives tributary metals from Stoke-upon-Trent and the Potteries. Here, too, it coalesces with a second main route that emanates from Plymouth, Weymouth, Bristol, Newport, Cardiff, and Swansea—the six larger seaports of the West. From Crewe extend three subsidiary main routes, respectively affording access to Stockport, Manchester, Huddersfield, Halifax, Bradford, Leeds, and

thence to Hull, York, and Newcastle; to the great seaport of Liverpool; and *via* Chester to Holyhead for Dublin, Belfast, Londonderry, Limerick, Cork, and Queenstown. From Crewe the West Coast Route to the North stretches onward by Wigan—where it effects an important junction with main lines from Liverpool and Manchester—to Preston for Belfast *via* Fleetwood, and through Carlisle to Edinburgh and Leith; to Glasgow, Gourock, and Greenock; and *via* Stirling and Perth to Inverness, Dundee, Aberdeen, and the North. No better proof of the strong mercantile position of the “*London and North Western Railway*” can be adduced than certain figures attained during a recent year, when its goods trains covered 20,914,461 miles, carried 37,498,235 tons of minerals and merchandise, and realised a revenue of £6,721,393. A railway system resting upon so strong a strategical base, and so admirably supported by tributaries from all the great centres of population that lie upon or near its trunk route between the South, the North, the East, and the West, manifestly needs no further proof of its territorial supremacy for the conduct of a vast commercial traffic throughout the United Kingdom. As a matter of fact the whole of London and its widely-extended suburbs are covered by a network of “*North Western*” goods agencies; but the greater bulk of their business is dealt with at the City terminus of

BROAD STREET STATION,

which occupies a most advantageous position in the centre of mercantile London, within easy reach of the East End, the Borough, Smithfield, Billingsgate, Leadenhall, and the chief markets of the Metropolis. The yards and banks, which here cover a vast area, are fitted with hydraulic machinery, and illuminated by an electric installation which provides thirty arc lamps and 2,000 lights of sixteen-candle power. Excellent warehouses adjoin the wharves, and ample collirage is supplied for the storage of Burton beer. During the early hours of the morning Broad Street witnesses the arrivals of the fast meat, fish, and other trains of perishables from the North, also American and Irish provisions, while closely following come consignments of manufactured textile goods from Scotland, Ireland, Lancashire, and Yorkshire; hardware and metal goods from Sheffield and the Birmingham districts; china and earthenware from the Potteries; hosiery, laces, boots, and other commodities from the Midlands, also many tons of rolled paper for the daily and weekly issues of the leading London newspapers. At the adjoining station of WORSHIP STREET accommodation is afforded for the reception of hay, straw, potatoes, pottery, stone, minerals, and other heavy traffic. It should also be remembered that both the outwards and the inwards traffic are simultaneously dealt with

at Broad Street and other "*North Western*" stations, thus effecting a great saving of cartage to traders, who can under these conditions both transmit and receive their goods with the least possible loss of time and material. As a proof of what may be done within twenty-four hours by a highly-trained staff, aided by powerful machinery, we may note that the consignments on a recent date were 9,526 in number, involved the handling of 37,863 separate packages, and represented a total weight of 2,141 tons.

Another highly important City station is situated at HAYDON SQUARE, Minories, E., which is not only a centre for general traffic, also for Irish and American produce, but is supplied with a commodious bonded warehouse for the storage of wines, spirits, tobacco, and cigars. At OLD FORD is an excellent and important station for all classes of minerals and merchandise. Intimately connected with Broad Street are the extensive yards and warehouses of CAMDEN, which contain every accommodation for traders, but are more especially devoted to the consignments from Sheffield, Birmingham, and the Midland Counties. At MAIDEN LANE, the chief "*North Western*" depôt for live stock, some 426,169 head of horses, cattle, calves, pigs, and sheep have been received during a period of twelve months, their transit entailing the use of 21,749 loaded waggons. While the transfer of goods for stations south of the Thames is conducted at CAMDEN, the Company's transfer station for mineral traffic is at WILLESDEN JUNCTION, where provision is made for the rapid transit of coal and truck loads of general merchandise to the South and the West of England. At BROMPTON AND FULHAM is a "*North Western*" goods station for general traffic and furniture vans; FALCON LANE is devoted to merchandise, minerals, and live stock; while accommodation for minerals and live stock is furnished at KEW BRIDGE. A riverside dock is provided at CHELSEA BASIN, which is most conveniently situated for the barging traffic of the Thames. Closely associated with the Goods Department are the London and provincial offices and agencies of Messrs. Pickford and Company, well known as the agents of the "*London and North Western Railway*" for the transit of furniture and general merchandise.

THE LONDON DOCK SYSTEM.

Some of the most important tributaries towards the efficient conduct of the goods traffic are derived from the position maintained by the "*London and North Western Railway*" in the heart of the London Dock system, with offices at the *London Docks*, the *Victoria Docks*, the *Royal Albert Dock*, and the *Tilbury Docks*, also a central goods station at POPLAR, where accommodation exists for barges.

These are supplemented by a station at **CANNING TOWN**, which is the most convenient point for traffic consigned to or from the Victoria and Albert Docks. The Company are in a position to receive import traffic from all parts of the world : also to deliver the export shipping traffic from Ireland, Scotland, Lancashire, Yorkshire, and the Midland Counties, in through trucks which, for loading purposes, have direct access alongside the East, the West, the South-West, the Millwall, the Victoria, the Albert, and the Tilbury Docks. Thus is completed the long chain of traffic communication between the West and the East which extends from Vancouver or San Francisco to Montreal or New York for connections with the Atlantic mail services that sail *via* Queenstown or *via* Moville to the port of Liverpool. For here it finds its next and possibly its most important link in the well-laid direct trunk route of the "*London and North Western Railway*." Over this cosmopolitan highway speed heavily-laden train-



WEST TO EAST.

AN INTERNATIONAL WATERWAY.

loads of freight for the mail steamers of the "*Castle Line*" which sail to South Africa; also for the fine mail boats of the "*Peninsular and Oriental Steam Navigation Company*," the "*British India Steam Navigation Company*," the "*Orient Line*," and other services of ocean steamships, which sail *via* the Suez Canal to **Bombay**, Calcutta, and Madras, the chief cities of **British India**. Finally, we may confidently

THE SUEZ CANAL.

that a most vital factor in this vast system of international communication is furnished by the well-tried, proved, and popular of the "*London and North Western Railway*."



THE "QUEEN'S TRAIN" *en route* TO BALMORAL



UPPLEMENTARY PICTORIAL PAGES,

depicting features of interest on the

LONDON AND NORTH WESTERN RAILWAY,

and other systems associated with

THE ROYAL MAIL WEST COAST ROUTE.



THE QUEEN'S SALOON.

CANADIAN PACIFIC RAILWAY

AND

ROYAL MAIL

STEAMSHIP LINE.



JAPAN

AND

CHINA.



THE
CANADIAN
PACIFIC
RAILWAY

IS THE

ONLY ACTUAL TRANS-
CONTINENTAL RAILWAY
ON THE AMERICAN
CONTINENT.

The longest line under one management in the world. Its trains and steamers extend in a direct line from Atlantic tide-water to Hong Kong—9,180 miles.



SUMMER TOURS.

Express Train Service to Fishing and Shooting Grounds through the finest scenery in the world—an enchanting panorama of Lakes, Prairies, Mountains, and Rivers. The Dining Cars attached to all through Trains are the crowning point in the luxury of travel. Hotels in the Rocky Mountains.

For the Canadian Pacific Railway, see Map page 312, also pages 325 and 326.



BOW RIVER, FROM BANFF HOTEL IN THE ROCKY MOUNTAINS.

CANADIAN PACIFIC RAILWAY.

ROUND THE WORLD.

BY arrangement with the "*Peninsular and Oriental Steam Navigation Company*," and the various Atlantic Lines, *via* Japan or Australia, out by Atlantic and home by Suez Canal, or *vice versa*, price £125.

AUSTRALIA AND NEW ZEALAND.

NEW Fast Passenger Route *via* Vancouver.—By fastest Atlantic steamer to Quebec, Montreal, Boston or New

York, thence *via* the "CANADIAN PACIFIC RAILWAY," taking in the grand scenery of the Rockies. Only line running through trains under one management from the Atlantic to the Pacific. Many optional routes, including Niagara and Chicago. Break of journey allowed. New Steamships, 5,000 tons each, of CANADIAN-AUSTRALIAN LINE, the largest, fastest, and finest vessels running from the American Continent to Australasia, leave Vancouver monthly, calling at Honolulu, Suva (Fiji), and Sydney. Electric light, good cuisine, exceptionally large cabins.

JAPAN AND CHINA.

BY the new British Short Route "*Empress of India*," "*Empress of Japan*," "*Empress of China*," 6,000 tons gross, 10,000 H.P., fastest, finest and only twin-screw steamers on the Pacific Ocean, leave Vancouver every three weeks. In finish and decorations, both artistic skill and taste were given full licence. The Saloons, Libraries, and State-rooms are marvels of convenience, comfort, and luxury.

EVERYONE who reads this should apply for free maps and handsomely-illustrated guide books, to Passenger Department Canadian Pacific Railway, 67 & 68, King William Street, London, E.C.



CANADIAN PACIFIC RAILWAY COMPANY'S R.M.S. "EMPERESS OF INDIA."

For the Canadian Pacific Railway, see Map page 312, also pages 325 and 326.



GRAND TRUNK RAILWAY OF CANADA,

THE NIAGARA FALLS ROUTE
BETWEEN THE EAST AND THE WEST.

TO
CANADA, UNITED STATES, JAPAN, CHINA, NEW ZEALAND, AUSTRALIA. ROUND THE WORLD TOURS.

IN DIRECT CONNECTION WITH ALL THE LEADING STEAMSHIP LINES SAILING FROM
GREAT BRITAIN AND THE CONTINENT TO

NEW YORK, PORTLAND, HALIFAX, QUEBEC, AND MONTREAL

Through Ocean and Rail Tickets at Lowest Rates.

THE SHORT LINE TO MONTREAL, KINGSTON, OTTAWA, PETERBORO,
TORONTO, HAMILTON, LONDON, CHATHAM, WINDSOR, DETROIT,
ST. LOUIS, ST. PAUL, AND ALL PACIFIC COAST POINTS.

THE ADVANTAGE THIS LINE HAS OVER ALL OTHERS IS OWING TO THE

ST. CLAIR RIVER TUNNEL,

WHICH CONNECTS SARNIA (ONTARIO) WITH PORT HURON (MICHIGAN), WHERE IT
EFFECTS A JUNCTION WITH THE CHICAGO AND GRAND TRUNK RAILWAY OF
THE UNITED STATES, THUS AVOIDING CHANGE OF CARS AND BREAK OF JOURNEY.

PASSENGERS can travel from
Quebec, Montreal, Halifax,
Portland, Boston, and New
York, by the magnificent and
luxuriously appointed trains of the

GRAND TRUNK RAILWAY,

comprising superior Parlour
Cars, Dining Saloons, and
comfortable Pullman Sleeping
Cars to all parts of Canada
and the Western States of
America.



GREAT ST. CLAIR RIVER TUNNEL.

GRAND TRUNK RAILWAY.

THE POPULAR ROUTE FOR TOURISTS TO
CANADA AND THE UNITED STATES.

SOME OF THE FINEST SCENERY IN AMERICA CAN BE SEEN

EN ROUTE,

INCLUDING NIAGARA FALLS, THOUSAND ISLANDS, RAPIDS OF THE RIVER
ST. LAWRENCE, VICTORIA BRIDGE, WHITE MOUNTAINS, &c.

PASSENGERS CAN BE BOOKED THROUGH TO ALL POINTS OF INTEREST IN
WESTERN CANADA AND THE UNITED STATES, AND ALL PACIFIC COAST PORTS,
INCLUDING VANCOUVER, SAN FRANCISCO, AND PORTLAND (OREGON).

THROUGH OCEAN AND RAIL TICKETS AT LOWEST RATES.



SUSPENSION BRIDGE AND NIAGARA FALLS.

PASSENGERS can travel
from New York or
Boston via the Suspension
Bridge which spans the
famous Niagara Falls, and
thence by Hamilton, Lon-
don, Sarnia, and the St.
Clair Tunnel to Chicago.

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Rail and Ocean Tickets,
Time Tables, and Fares,
and all further particu-
lars, apply to*

ROBERT QUINN,

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of the

GRAND TRUNK
RAILWAY,

22, WATER STREET,
LIVERPOOL ;

36, LEADENHALL STREET,
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2, PALL MALL,
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No change of Cars—NEW YORK TO BUFFALO, NIAGARA FALLS, CLEVELAND,
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VIA THE
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THE ERIE VESTIBULED LIMITED is a magnificent train of passenger, dining, sleeping, smoking, and baggage cars, including a commodious toilet room for ladies and a large smoking apartment. The entire train, which was built by the Pullman Company for this direct service, is heated by steam, lighted with Pintsch gas, and elegantly furnished. No extra charge is made for the seats in the day coaches, neither for fast time, nor for elegant appointments, and only the usual standard rates for accommodation in the sleeping-cars. Breakfasts, luncheons, and dinners are served *en route*.

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PASSENGERS FROM ABROAD will be met at the steamship pier in New York by an authorised agent of the "ERIE RAILWAY," who is able to converse in several European languages, and who will be prepared to communicate any desired information respecting the time of departure of trains for the West, rates of fare, and sleeping-coach accommodations. Parties having friends coming from Europe can secure the services of such agents free. They will see that proper facilities are furnished for the transfer of passengers and baggage, either to hotels or direct to the Erie Railway stations. The New York stations of the Erie Railway are located at the foot of Chambers and West 23rd Streets, North River, convenient to the leading business houses, hotels, theatres, ocean and coastwise steamship piers, also for the stations of connecting lines.



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and 1, Mitre Court, Milk
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Express Services to
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VIA LAON OR VIA PARIS.
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RAMSGATE SANDS.



DOVER CASTLE.

(From a photograph by Martin Jacolette.)

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FOUR SERVICES DAILY.
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THE Shortest and most Direct Route to
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THE CRANVILLE EXPRESS
TO MARGATE, RAMSGATE, & WESTGATE IN 2 HOURS.
FREQUENT CHEAP FAST TRAINS
during the Summer Months

For the London, Chatham, and Dover Railway, see pages 32, 35, and 55.

THE LONDON, CHATHAM, & DOVER ROYAL MAIL ROUTE.

THE SHORTEST SEA PASSAGE TO THE CONTINENT.

Three Direct Continental Routes:

DOVER AND CALAIS. ✠ QUEENBOROUGH AND FLUSHING. ✠ DOVER AND OSTEND.

THE Company's Fleet includes the new and magnificent S.S. "CALAIS-DOUVRES," the "EMPRESS," the "VICTORIA," and the "INVICTA." These favourite vessels have made many passages within the hour between Dover and Calais. Through Tickets and Registration of Luggage to all the principal Cities and Towns of Europe.

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THE Queenborough and Flushing Route is the quickest and most comfortable to HOLLAND. The fine boats of the "ZEELAND STEAMSHIP COMPANY" have spacious saloons, and afford every accommodation. They provide an economical, direct, and most agreeable mode of reaching Rotterdam, The Hague, Amsterdam, Hamburg, Copenhagen, Christiania, Stockholm, and BERLIN; also other important cities and towns in the NORTH OF EUROPE.

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COLOGNE.—M. J. J. Niessen, 4-6, Domhof.

CALAIS.—Capt. Blomefield, Gare Maritime.

MONTE CARLO.—Messrs. Smith & Co., Bankers.

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Termini in London.
CITY—HOLBORN AND ST. PAUL'S.
WEST END—VICTORIA.
CRYSTAL PALACE—HIGH LEVEL STATION.



THE BAY OF NAPLES.

(From a photograph by Frith & Co., Reigate.)

For the London, Chatham, and Dover Railway, see pages 32, 35, and 55.

BIRMINGHAM

OWNS DIRECT RAILWAY COMMUNICATION with the North, the East, and the West of England.



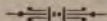
LANDMARKS.

IN a large city, landmarks are oftentimes a great boon to visitors and strangers, enabling them to tell at a glance where they are, and acting as guides by which they may direct their steps. Sky-signs, though often spoken against, frequently act in this way; for instance, a person seeing the sky-sign shown in the accompanying engraving would at once know that he is upon Constitution Hill, close to Snow Hill, and within a few minutes' walk of the Post Office, the London and North Western Station, and Corporation Street.



VIEW FROM SNOW HILL, BIRMINGHAM.

BIRMINGHAM, THE MUSICAL CAPITAL OF THE MIDLANDS.



JOSEPH RILEY & SONS,

25 & 23, CONSTITUTION HILL, AND
CORPORATION STREET, THE CORNER DEPÔT, SEVEN DOORS FROM NEW STREET,
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501 PIANOS, ORGANS, HARMONIUMS, AND

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BETTER STILL, CALL AND INSPECT THE ENORMOUS STOCK OF INSTRUMENTS
AT THE OLD-ESTABLISHED CORNER HOUSES OF

JOSEPH RILEY & SONS.

For Birmingham, see page 375.

BUSHEY,

HERTFORDSHIRE, OWNS DIRECT RAILWAY COMMUNICATION with London, Birmingham, Liverpool, Manchester, Leeds, Edinburgh, Glasgow, and the Highlands.

THE HALL, Bushey, Herts, occupies a charming situation in a beautiful and healthy part of Hertfordshire, within sixteen miles of London. It is one mile distant from Bushey Station, and one mile and a half from Watford Junction on the **LONDON AND NORTH WESTERN RAILWAY**. The Mansion is a very handsome and substantial building in the Elizabethan style, erected a few years ago at a cost approaching £150,000.

Its Drawing Rooms, Dining Rooms, Library, Smoking Room, and Corridors are of noble proportions, and are decorated in an artistic and costly manner. The Entrance Hall and main Corridor are handsomely panelled in oak, and a grand oak staircase leads to the principal bedroom floor. There are both Ladies' and Gentlemen's Billiard Rooms, fitted with BURROUGHS & WATTS' Tables. The building contains upwards of 100 Rooms, all airy and cheerful, and commanding delightful views of the grounds and surrounding country.

Careful attention has been paid to the *warming and ventilation of the house*; the drains and sanitary arrangements having been recently re-arranged on the most improved modern system, the former being efficiently ventilated.

The Grounds are in keeping with the mansion, which is surrounded by thirty acres of extensive pleasure grounds, laid out in lawns for tennis and other games, terraces, gardens, and shrubberies, with shaded avenues of forest trees. Beyond these is a well-wooded park of 200 acres, a portion of which contains the course of the West Herts Golf Club, and visitors have the privilege of playing, during their residence, upon moderate terms.

In all directions the neighbourhood affords pretty drives and walks, and interesting excursions can be made to many places of historic interest within easy distance. The climate is dry and pleasant, the average rainfall being about 25 inches per annum; while the height above sea-level is nearly 300 feet, and the subsoil is chiefly composed of gravel upon chalk.

The water is supplied by the Colne Valley Water Company, which ranks amongst the finest and purest of the waters of England.



THE HALL, BUSHEY, HERTFORDSHIRE.

A COMFORTABLE AND CHARMING RESIDENCE FOR CHANGE AND REST, BEAUTIFULLY SITUATED & HANDSOMELY FURNISHED.

TURKISH,	BUILDING
RUSSIAN,	WARMED
ELECTRIC, PINE,	THROUGHOUT IN
AND	WINTER
SWIMMING BATHS.	WITH HOT WATER.

THE ELECTRIC LIGHT IS FITTED IN THE PRINCIPAL APARTMENTS. "Post Office Telegraph" in House. Tel. Ad.: "Hydro, Watford." Nat. Telephone Co., Watford 17. ROBT. J. BANNING, M.D., RESIDENT PHYSICIAN. Applications for Rooms, &c., and all Communications should be addressed to "THE MANAGER."

CHESTER

OWNS DIRECT RAIL-
WAY COMMUNICA-
TION with all parts of
North Wales.

THE A TTRACTIONS OF CHESTER.



THE HOTEL IS
SITUATED
IN
THE
CENTRE
OF
THE CITY.

See
MAP FACING
Page 212.

The City of Chester offers many and unique attractions to Visitors. No expense has been spared by those in authority in conserving its old-time appearance. Thousands of visitors annually come from all parts of the world to see its complete ancient Wall, its quaint timber Rows, its fine Cathedral, and its many interesting architectural features. There is scarcely another city or town in the United Kingdom of so interesting a character. It is a convenient centre for visiting the picturesque neighbourhood.

WHERE TO STAY.



THE GROSVENOR HOTEL,
CHESTER.

The Favourite Hotel
of English and
American Visitors.

The Apartments comprise LADIES' DRAWING ROOM, COFFEE, TABLE D'HÔTE, BILLIARD, SMOKING, and ASSEMBLY ROOMS.

OPEN AND CLOSE CARRIAGES.

POSTING IN ALL ITS BRANCHES.

OMIBUSES and HOTEL PORTERS attend the TRAINS for the CONVENIENCE of VISITORS to the HOTEL.

ON APPLICATION.

A NIGHT PORTER IN ATTENDANCE.

DAVID FOSTER, MANAGER.

CHESTER

OWNS DIRECT RAILWAY COMMUNICATION with
London, Liverpool, Manchester, Edinburgh, Glasgow,
North Wales, and the Midland Counties.



A Day in Chester.

Everyone who is travelling to the North, or to North Wales, should break his journey at Chester. No city in the kingdom has so well preserved its ancient style. A sight of the Walls, the Rows, the Cathedral, would of itself amply repay the visit. For the convenience of visitors it may be added that Messrs. Bolland & Sons' Restaurant will be found in Eastgate Row.



EASTGATE STREET, CHESTER :
SHOWING MESSRS. BOLLAND & SONS' RESTAURANT,
(From a photograph by Messrs. Valentine & Son,
Dundee.)

BOLLAND & SONS'

RESTAURANT, EASTGATE ROW, CHESTER.

BY SPECIAL APPOINTMENT

TO
HER MAJESTY
THE QUEEN.



TO
H.R.H. THE
PRINCE OF WALES.

WEDDING CAKES,

AS SUPPLIED TO HER MAJESTY THE QUEEN, AT WINDSOR.
Write for Illustrated Price List.

LUNCHEONS, DINNERS, SUPPERS.

WEDDING BREAKFASTS, BALL SUPPERS, AND GARDEN PARTIES, SUPPLIED IN RECHERCHÉ STYLE.
SOUPS, ENTRÉES, CONFECTIONERY, ICES, JELLIES, CREAMS.

For Chester, see page 211.

CHESTER

OWNS DIRECT RAILWAY COMMUNICATION with Rhyl, Colwyn Bay, Llandudno, Penryn-mawr, Llanfair-fechan, Bangor, Carnarvon, Llanberis, and Holyhead.



Chester,

though essentially an English town, is actually the capital of North Wales, and the great centre of distribution for all Welsh products, among the chief of which are the celebrated Welsh flannel and tweed. These fabrics are a speciality of



A BIT OF OLD CHESTER.

BROWN, HOLMES & CO.

SILK MERCERS TO HER MAJESTY THE QUEEN ;

while for information with respect to residences in the Principality, application should be made to

W. & F. BROWN & CO.

CABINET-MAKERS & UPHOLSTERERS TO H.R.H. THE PRINCE OF WALES,

HOUSE AGENTS,

EASTGATE ROW, CHESTER.

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Bradford, York, and Newcastle-upon-Tyne.



DROITWICH BRINE BATHS,

CELEBRATED
FOR THE CURE
OF

RHEUMATISM, LUMBAGO,
RHEUMATIC GOUT, SCIATICA,
PARALYSIS, NEURALGIA,

KIDNEY DISORDERS, LOSS OF TONE, MUSCULAR AFFECTIONS, &c.

WHERE TO STAY.

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DROITWICH.

—*—
150 ROOMS.
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IN CONNECTION WITH THE DROITWICH BRINE BATHS.
NUMEROUS PRIVATE SUITES. 25 BEDROOMS ON THE GROUND FLOOR.

PASSENGER LIFT.

COFFEE, SMOKING AND BILLIARD ROOMS.

HIGH-CLASS CUISINE.



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LIVERY STABLES.

NIGHT PORTER.

TELEGRAPHIC ADDRESS: "CULLEY, DROITWICH."

PROPRIETOR: R. P. CULLEY



THE "WORCESTERSHIRE HOTEL," DROITWICH, ADJOINING
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MUSICAL INSTRUMENTS
in the United Kingdom, for Sale, Hire, or upon the Hire
Purchase System. Illustrated Catalogues free by post.

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VISITORS to the Highlands, South and Western Districts of Scotland, can be conveniently
supplied with Pianofortes, &c., upon Hire at the minimum of expense, from the
establishments of

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THE UNIVERSITY, GLASGOW.
(From a photograph by Messrs. G. W. Wilson & Co., Aberdeen.)

152,
BUCHANAN
STREET,
GLASGOW.

AYR,
DUMFRIES,
PAISLEY,
AND
KILMARNOCK.

GLASGOW

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Inverness, and other Tourist centres of the Highlands.

ESTABLISHED 1830.



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Pharmaceutical
Chemists
to the Queen.
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PRESCRIPTIONS dispensed at greatly-reduced rates, and forwarded by Parcel Post to any address. Patent Medicines and Proprietary Articles sold at Store Prices for Cash. Price List on application.

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{ "It is the best I have ever met with."
"I cannot get any in London to equal it."
"I find it so superior to any I have ever had."
"I wish for no other kind, as it is the best I ever used."

BRITISH EAU DE COLOGNE.

"The best to be had anywhere, quite surpassing the original."

The above in Actinic Bottles only, at 1/-, 1/6, 2/-, 3/6, 4/6, 5/6, and 8/6.

Postage for 3 smaller sizes, 3d.; for larger sizes, 6d.

FRAGRANT ESSENCE.

A rich and lasting Perfume.
Much admired.

In Actinic Bottles, at 1/9,
2/6, 3/6, 6/6, 8/-, 12/-, and
16/-. Postage as above.

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ASTRINGENT
ANTI-SPASMODIC MIXTURE.
VEGETABLE TOOTH POWDER.
NATURE'S OWN SALINE.
AERATED WATERS.
MINERAL WATERS.
LYON'S TOOTH TABLETS.
❖

Branch Establishments—
469, SACHSIEHALL STREET;
CHARING CROSS CORNER;
1, BELMONT PL., HILLHEAD.

N.B. — Night Bell at
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THE MUNICIPAL BUILDINGS, GLASGOW
(From a photograph by Messrs. Valentine & Son, Dundee.)

H UDDERSFIELD

OWNS DIRECT RAILWAY
CONNECTION with London,
Liverpool, and Manchester.



THE GEORGE HOTEL.

This old-established Family and Commercial Hotel, replete with every comfort, and adjoining the Station, is the best Hotel in Huddersfield.

THE PUBLIC AND PRIVATE ROOMS
are furnished with special reference
to the comfort of Lady and Gentlemen
Visitors.

HANDSOME COMMERCIAL ROOM.
GOOD STOCK ROOMS. BILLIARD ROOMS.
SMOKING ROOM.

*The Cuisine, both for superiority
and moderate prices, cannot be
surpassed.*

NIGHT PORTER
ALWAYS IN ATTENDANCE.

RESTAURANT AND
GRILL ROOM
ADJOINING THE HOTEL.

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R. J. HEAPS,
MANAGER.



HOME COMFORTS.
EXCELLENT CUISINE AND
WINES.



SMOKING ROOM.
BILLIARDS.
STOCK ROOMS.

A FIRST-CLASS RESTAURANT IS ATTACHED TO THE HOTEL

JOHN J. VICKERS, PROPRIETOR.



THE PARISH CHURCH, HUDDERSFIELD.
(From a photograph by Messrs. Sellman & Co.,
Huddersfield.)

THE IMPERIAL HOTEL, NEW STREET, HUDDERSFIELD.

FAMILY AND COMMERCIAL HOTEL.

INVERNESS

OWNS DIRECT RAILWAY COMMUNICATION
with London, Birmingham, Liverpool, Man-
chester, and other cities of Great Britain.

CALEDONIAN HOTEL,

FACING THE RAILWAY

STATION, AND WITHIN

ONE MINUTE'S WALK.

UNDER NEW

MANAGEMENT.

AN OMNIBUS
ATTENDS THE
CANAL STEAMERS.

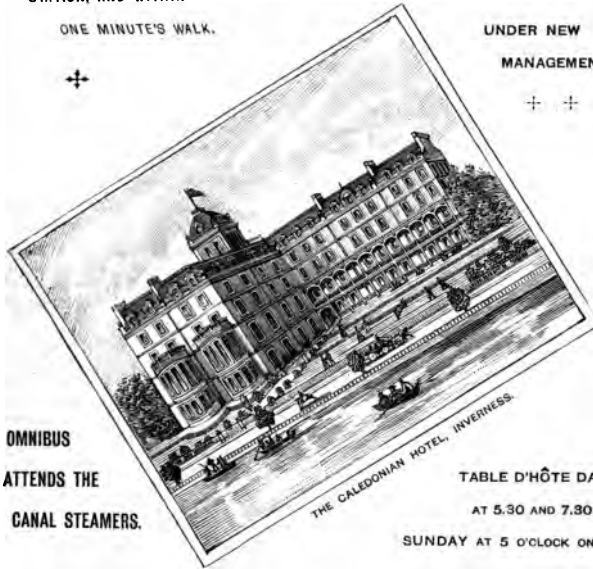


TABLE D'HÔTE DAILY

AT 5.30 AND 7.30 ;

SUNDAY AT 5 O'CLOCK ONLY

THIS well-known first-class family Hotel is patronised by the Royal Family and most of the nobility of Europe. The extensive additions are now completed, having added fifty rooms with numerous suites of apartments for families, and all handsomely refurnished throughout. It is now the largest and best-appointed hotel in Inverness, and universally acknowledged one of the most comfortable in Scotland.

MAGNIFICENT LADIES' DRAWING ROOM, OVERLOOKING THE RIVER NESS.

SPACIOUS SMOKING AND BILLIARD ROOMS.

In point of situation this Hotel is the only first-class one overlooking the river Ness, the magnificent view from the windows being unsurpassed, and extending to upwards of fifty miles of the surrounding strath and mountain scenery of the great Glen of "Caledonia."

THE HOTEL PORTERS AWAIT THE ARRIVAL OF ALL TRAINS.

POSTING. CHARGES STRICTLY MODERATE. GEO. SINCLAIR, PROPRIETOR.

KILLARNEY

OWNS DIRECT RAILWAY COMMUNICATION
with Queenstown, Cork, Waterford, Limerick,
Dublin, Belfast, Larne, and Londonderry.



THE KILLARNEY LAKES.

THE GREAT SOUTHERN HOTEL,

UNDER THE MANAGEMENT OF THE
GREAT SOUTHERN AND WESTERN RAILWAY COMPANY.

PATRONISED BY ROYAL AND OTHER DISTINGUISHED VISITORS.

THIS high-class hotel is connected with the Railway Station by a private covered way. It is the most commodious and best-appointed Hotel in the Lake district, and within easy distance of Ross Castle, Muckross Abbey and Grounds, the Gap of Dunloe, and the principal points of interest. The Grounds adjoin Lord Kennare's beautiful demesne and deer park, which skirt the shores of the principal lake, and contain splendid GOLF LINKS.

The various Public Rooms are Spacious and Excellently Furnished. TABLE D'HÔTE Daily.
BILLIARDS. LIBRARY. PIANOS.

WELL-APPOINTED Boating and Posting Establishments, with steady Boatmen, Fishermen, Drivers, Guides, &c., attached. Conveyances leave the Hotel daily during the season for the principal scenery routes, at fixed rates for each person. Hotel visitors conveyed between the Hotel and Ross Castle, fare 6d. each way. Boats on hire by the hour or day. The public coach for Glengarriff starts from this Hotel, and passengers may alight at the door.

LAWN TENNIS COURTS IN THE ORNAMENTAL GROUNDS.

THE Hotel Porters, in uniform, meet all trains, and visitors' luggage is conveyed to and from the Hotel free of charge. Passengers can have their luggage labelled direct to the Hotel at

any of the Company's Stations. Telegrams ordering accommodation will be sent free of charge, on intimation being given to the Station Master or other Railway official at the Stations on the direct route to destination. All charges are fixed and moderate. Daily and weekly inclusive terms.

Printed Tariffs of Charges
and particulars of local
excursions on application.

G. J. CAPSEY,
Manager.



THE GREAT SOUTHERN HOTEL, KILLARNEY.

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PROPERTY AGENT, ACCOUNTANT, &c.
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LANCASTER.

BRANCH OFFICES:

8, West View Terrace, Morecambe; and
Lancaster Road, Carnforth.

SALES BY AUCTION of Estate
and House Property, Household
Furniture and Appointments,
Oil Paintings, Works of Art,
Farming stock, Cattle and
Agricultural Produce, Ma-
chinery, Trade Stock, &c.,
conducted with energy,
economy, and despatch.

Valuations for Probate,
Administration, Trans-
fer, and all other pur-
poses carefully pre-
pared. Rents col-
lected, agencies
accepted, and
commissions
promptly
executed.

References

The
Bankers,
&c.



THE TOWN HALL, LANCASTER.

(From a photograph by Davis & Sons, Lancaster.)

ESTABLISHED 1825.

MANSERCH & SON,

ART DRAPERS & FURNISHING WAREHOUSEMEN,
FURNITURE MANUFACTURERS & CARPET FACTORS,
Market Place, LANCASTER.

SPECIALITIES.

The LANCASTER WINDOW BLINDS. Pattern Books Free.
ANAGLYPTA, the New Lancaster Wall Paper Decoration.
The LANCASTER LINOLEUM. Cheapest in the world. 2 yards wide, 1/9,
2/-, and 2/8; 3 yards, 4/-; 4 yards, 5/6 per yard.
ART BLANKETS, all colours, from 2/- Recommended by Mrs. Pantan.
SERGES, PLUSHETTES, CORDUROY, TAPESTRIES, CRETONNES,
ART MUSLINS, LACE and MUSLIN CURTAINS, &c.

PATTERN BOOKS SENT, AND CARRIAGE PAID ON ALL ORDERS OVER 20/-

HOUSES COMPLETELY FURNISHED AND DECORATED. ESTIMATES FREE.
FURNITURE REMOVED AND WAREHOUSED.

SPECIAL FACILITIES FOR THE LAKE DISTRICT AND THE NORTH LANCASHIRE WATERING-PLACES.

For Lancaster, see page 106.

LEAMINGTON

OWNS DIRECT RAILWAY CONNECTION
with Scotland, the Midland Counties,
and the South of England.

THE ATTRACTIONS OF LEAMINGTON, AND WHERE TO STAY.



THE ROYAL SPA OF LEAMINGTON, by reason of its famous waters, its good hunting, its excellent clubs, its picturesque scenery, its capital railway service, and its unrivalled historic surroundings, will ever retain its position as a favourite sojourning-place for American, English, and Colonial visitors. Standing in the centre of "Shakespeare's Country," Leamington affords unequalled facilities for visiting every place of interest. Within walking or driving distance are Warwick, Guy's Cliff, Kenilworth, Stoneleigh Abbey, Blacklow Hill, Charlecote, Rugby, Coventry, and Birmingham. Carriages of every description may be obtained from the Regent Hotel.



THE REGENT HOTEL AND THE PARADE, LEAMINGTON.
(From a photograph by Valentine & Son, Dundee.)

WHERE TO STAY.

THE REGENT HOTEL.

FIRST-CLASS FAMILY
HOTEL AND HUNTING
ESTABLISHMENT.

A FAVOURITE HOUSE
WITH AMERICAN
VISITORS.

CENTRALLY
SITUATED.

FIVE MINUTES FROM BOTH RAILWAY STATIONS.

EXCELLENT CUISINE. SPECIAL TERMS FOR FAMILIES.

TERMS "EN PENSION" IF REQUIRED.

TABLE D'HÔTE 7 P.M.

APPLY TO THE MANAGER.

LEAMINGTON

OWNS DIRECT RAILWAY CONNECTION
with London, Birmingham, Liverpool,
Manchester, Glasgow, and Edinburgh.



THE
ATTRACTIONS
OF
ROYAL
LEAMINGTON
SPA,
AND WHERE TO STAY.



WARWICK CASTLE, NEAR LEAMINGTON.

LEAMINGTON, being the junction of two great railway systems, may fairly lay claim to be the most convenient centre for visiting what has been termed "Shakespeare's Country." Near at hand are Warwick, with its far-famed Castle, and Guy's Cliff; while the ruins of Kenilworth, Blacklow Hill, Stoneleigh Abbey, Charlecote Park, Stratford-on-Avon, the Three Spires of Coventry, the Colleges of Oxford, the School of Rugby, and the busy manufacturing town of Birmingham, may all of them be easily reached by driving excursions or by a short railway journey.

WHERE TO STAY.

THE "CROWN" HOTEL,

ESTAB. 1808.

HIGH-CLASS FAMILY AND COMMERCIAL HOTEL.

THE MOST COMFORTABLE FAMILY AND COMMERCIAL HOTEL IN THE MIDLANDS.

COFFEE, COMMERCIAL, DINING, BILLIARD, READING, AND SMOKING ROOMS.

FORTY LOFTY BEDROOMS. BATH ROOMS. PRIVATE SUITES OF APARTMENTS.

PERFECT SANITARY ARRANGEMENTS. EXTENSIVE STABLING. TENNIS COURTS.
AND BOWLING GREEN.

CLOSE TO BOTH RAILWAY STATIONS,
THE POST OFFICE, THE PUMP ROOMS,
THE THEATRE, AND THE BEAUTIFUL
JEPHSON GARDENS.

GOOD CUISINE. CHOICE WINES.
MODERATE CHARGES.

J. C. FRANKLIN,
Proprietor.

LIVERPOOL

OWNS DIRECT RAILWAY CONNECTION with
Manchester, all parts of Lancashire, the
North, the Midland Counties, and London.

GEORGE HENRY LEE & CO.,

22 to 36, BASNETT STREET,
LIVERPOOL.



THE LEADING EMPORIUM FOR

**SILKS, DRESS MATERIALS AND
GENERAL DRAPERY, ETC.**

HANDSOME AND SPACIOUS SHOWROOMS.

THE CHOICEST STYLES IN

LADIES' COSTUMES, MANTLES AND JACKETS.

SPECIALITÉS: WEDDING AND FOREIGN OUTFITS

❖
C.H.L. & CO. employ
10 Head Dressmakers and
over 300 Assistants.
Dresses are made at
moderate charges, to
measure, or from pat-
tern bodies and skirt-
lengths for Ladies at a
distance.

❖
ESTIMATES
FURNISHED.



ST. GEORGE'S HALL, LIVERPOOL.

LIVERPOOL

OWNS DIRECT RAILWAY COMMUNICATION
with North Wales, South Wales, and the
West of England.

OPPOSITE THE TOWN HALL.

KNIGHT, HUMFREY & COMPTON

HOSIERS, GLOVERS, SHIRTMAKERS,
HOME, COLONIAL AND FOREIGN OUTFITTERS,
LIVERPOOL.

OUTFITS FOR INDIA, CHINA, AND THE EAST.
OUTFITS FOR AMERICA AND THE WEST.
OUTFITS FOR AFRICA AND THE INDIES.
OUTFITS FOR AUSTRALIA AND NEW ZEALAND.
EVERY REQUISITE for TRAVELLING.

COMPLETE ESTIMATES IF DESIRED.



ESTABLISHED 1819.

Diamonds, GEMS,
FINE WATCHES
AND CLOCKS.

SOLID SILVER AND ELECTRO PLATE.

EXTENSIVE STOCKS TO SELECT FROM.

HIGHEST QUALITY REASONABLE PRICES
SOUVENIR SPOONS IN GREAT VARIETY.

PENLINGTON & BATTY,

2 & 3, ST. GEORGE'S CRESCENT, CASTLE STREET, LIVERPOOL.



THE TOWN HALL, LIVERPOOL.

NEWPORT, MON.,

OWNS DIRECT RAILWAY COMMUNICATION with the North and the West of England.



THE ATTRactions OF NEWPORT

(MONMOUTHSHIRE),

AND WHERE TO STAY.

THE thriving town of Newport is at once a busy mercantile centre and a place from which many interesting and attractive spots may be visited. It is within easy reach of Tintern Abbey, Chepstow, Raglan Castle, Cardiff, Llandaff, the Usk Fisheries, the Wye Valley, Clifton, Bristol, and Bath.



THE WESTGATE HOTEL, NEWPORT.

WHERE TO STAY.

THE WESTGATE HOTEL, NEWPORT, MON.

THE HOTEL OF MONMOUTHSHIRE.

THIS HOTEL CONTAINS HANDSOME COFFEE ROOMS, PRIVATE SITTING ROOMS, BANQUET AND BALL ROOMS, BILLIARD AND SMOKING ROOMS, COMMERCIAL AND STOCK ROOMS, ARBITRATION AND OTHER ROOMS, MAGNIFICENT BEDROOMS; IN FACT, EVERYTHING PERTAINING TO A FIRST-CLASS HOTEL.

NIGHT PORTER.

CHARGES MODERATE.

S. DEAN, Proprietor.

OXFORD

OWNS DIRECT RAILWAY COMMUNICATION with the chief cities of the United Kingdom via the "London and North Western" and the "Great Western" Railways.



UNDER
THE PATRONAGE OF
H.R.H. THE PRINCE OF WALES,
THEIR IMPERIAL MAJESTIES
THE EMPEROR AND EMPRESS OF BRAZIL,
H.R.H. PRINCE LEOPOLD,
PRINCE FREDERICK CHARLES OF PRUSSIA,
PRINCE LOUIS LUCIEN BONAPARTE,
ETC. ETC. ETC.

The CLARENDON HOTEL.

KNOWN TO FORMER
GENERATIONS
AS
THE "STAR."
See Alden's
Oxford Guide.

FAMILIES
WILL
FIND THIS
HOTEL
REPLETE WITH
EVERY
COMFORT.

CHARGES
MODERATE.

THIS OLD-ESTABLISHED COUNTY AND UNIVERSITY HOTEL IS SITUATED IN THE MOST CENTRAL PART OF THE CITY, AND IS NEAR TO THE PRINCIPAL COLLEGES AND OTHER PLACES OF INTEREST.

POSTING IN ALL ITS BRANCHES.

Ventilation and Sanitary Arrangements Perfect.

The CLARENDON ASSEMBLY ROOMS, which are attached to the Clarendon Hotel, afford every accommodation for Banquets, Dinners, Balls, and other public or private entertainments.

PROPRIETOR: SIDNEY M. BURLS.



THE
BEST TABLE D'HÔTE
IN OXFORD.

THE APARTMENTS COMPRISE A SPACIOUS COFFEE ROOM, LADIES' DRAWING ROOM, AND BILLIARD AND SMOKING ROOMS, ALSO PRIVATE SITTING ROOMS AND BED-ROOMS EN SUITE.

NEW STABLES & LOOSE BOXES.

PENRITH

OWNS DIRECT RAILWAY COMMUNICATION with
London, Liverpool, Manchester, Birmingham, the Mid-
land Counties, Edinburgh, Glasgow, and the North.

THE ENGLISH LAKES. THE ATTRACTIONS OF PENRITH

(FOR ULLSWATER AND THE LAKE DISTRICT), AND WHERE TO STAY.

THE Lakes and Mountains of Cumberland and Westmorland have a far-famed notoriety, and Penrith is most suitable for access to any part of the district, in addition to which Penrith and the immediate vicinity abound with objects of interest—St. Andrew's Church, Giant's Grave, Maybrough, King Arthur's Round Table, Lowther Castle, Brougham Hall, Eden Hall, Long Meg and her Daughters, &c. &c.



THE MARKET SQUARE AND THE GEORGE HOTEL, PENRITH.

PLEASANT DRIVES

FROM THE HOTEL.

	Miles.
1 Nunnery Walks -	12
2 Ullswater and Pooley -	6
3 Howtown -	9
4 Dalemain, Lyulph's Tower, and Airey Force	11
5 Patterdale -	15
6 Brougham Castle, Brougham Hall, Lowther Castle, Maybrough, King Arthur's Round Table -	6
7 Haweswater -	15
8 Penrith Beacon, Edenhall, Long Meg and her Daughters	9
9 Summer Grounds, Greystoke Castle -	6
10 Keswick -	18

WHERE TO STAY.

THE GEORGE HOTEL, PENRITH.

FAMILIES, TOURISTS, AND VISITORS, ARE ESPECIALLY RECOMMENDED TO THIS HOTEL FOR COMFORT AND ATTENTION, COMBINED WITH STRICTLY MODERATE CHARGES. ITS SITUATION IS THE BEST AND MOST CENTRAL IN THE TOWN, AND OMNIBUSES MEET ALL DAY TRAINS. A NIGHT PORTER IS IN ATTENDANCE. CYCLISTS' HEADQUARTERS, BY APPOINTMENT. EXCELLENT BILLIARD TABLE. WINES AND CUISINE OF THE HIGHEST ORDER.

COACHES RUN IN CONNECTION WITH THE ULLSWATER STEAMER DAILY DURING THE SEASON.

REE FISHING (for visitors staying in the Hotel) in the River Eden (4 miles). Some of the best Salmon and Trout fishing to be had in Cumberland.

EXCELLENT STABLING.
POSTING IN ALL ITS BRANCHES.

TELEGRAMS: "GEORGE HOTEL," PENRITH.
FRED ARMSTRONG, Proprietor.

RUGBY

THE
MANUFACTURE
OF
RUGBY.
PORTLAND
CEMENT.

OWNS DIRECT RAILWAY COMMUNICATION with London, Liverpool, Manchester, Leeds, the North, the Midland Counties, and all the chief manufacturing centres of Great Britain.



THE RUGBY PORTLAND CEMENT WORKS, RUGBY.

THE principal manufacture in Rugby is Portland Cement, which is chiefly issued from the well-known works of the RUGBY PORTLAND CEMENT COMPANY. Large quantities of this Cement have been, and are now being, used at extensive water, sewage, gas, concrete paving, and other works in LONDON, LIVERPOOL, MANCHESTER, BIRMINGHAM, LEICESTER, SHEFFIELD, NOTTINGHAM, and other places.

THE
RUGBY PORTLAND CEMENT COMPANY

(H. EDYVEAN-WALKER, A. C. WALKER, C. HALL)

ESTABLISHED 1865,

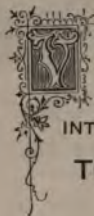
MANUFACTURERS OF PORTLAND CEMENT

**OF THE GREATEST STRENGTH AND BEST QUALITY,
ROMAN AND LIAS CEMENTS,
BLUE LIAS HYDRAULIC LIME—GROUND OR UNGROUND.**

The chief characteristics of these Cements are their great strength and capability of carrying a large proportion of aggregate when made into concrete. They are tested before leaving the Works. The average strain of twenty-seven tests after seven days in water is upwards of 556 lbs., and upwards of 804 lbs. after twenty-eight days in water. It must not be forgotten, however, that no matter how carefully any cement may be manufactured, the requisite knowledge must be possessed and proper care taken by the user if satisfactory results are to be obtained. It is not fair that manufacturers be blamed for results brought about by the inexperience or carelessness of those who use their manufactures. For the benefit of those whose knowledge of Cement is limited, the Company have issued an excellent little pamphlet on the subject.

SHREWSBURY

OWNS DIRECT RAILWAY COMMUNICATION with London, Birmingham, Bristol, and the West of England.



ISITORS
TO THIS
INTERESTING OLD
TOWN
AND
COUNTY

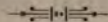
ARE INVITED TO
INSPECT OUR

EXTENSIVE PREMISES,

WHEREIN MAY BE SEEN A DISPLAY OF

HIGH-CLASS GOODS OF GENUINE QUALITY,

COMBINED WITH VERY LOW PRICES.



R. MADDOX & Co.,

FURNISHING DRAPERS AND OUTFITTERS,

PRIDE HILL AND HIGH STREET,

SHREWSBURY.



HIGH STREET, SHREWSBURY.

STOKE-UPON-TRENT

OWNS DIRECT
RAILWAY
COMMUNI-
CATION with
Liverpool.

MINTONS
LIMITED,



POTTERS

By special appointment to

HER MAJESTY THE QUEEN.

MANUFACTURERS

OF EVERY DESCRIPTION OF

CHINA, EARTHENWARE, MAJOLICA.

Messrs.
Mintons'
Show Rooms,
which
contain
many
unique
examples of
art-pottery
and
tile-work,



MESSRS. MINTONS' CERAMIC GALLERY, STOKE-UPON-TRENT.

are freely
open for
the
inspection
of British
and
American
visitors
to Stoke and
the
Potteries.

PARIAN, CREAM-COLOUR, AND GLAZED TILES.

MANUFACTORY,

STOKE-UPON-TRENT.

LONDON WAREHOUSE—28, WALBROOK, E.C.

OPPOSITE CANNON STREET STATION.

STOKE-UPON-TRENT

OWNS DIRECT
RAILWAY
COMMUNICA-
TION with
London.



THE
Campbell
Tile
Company,



THE TOWN HALL, STOKE-UPON-TRENT.

Designers and Manufacturers
of Plain and Ornamental Tiles.

GEOMETRICAL TILES.—*Chiefly inexpensive patterns, for the floors and walls of Halls, Bath Rooms, Dairies, &c. &c.*

ENAUSTIC TILES.—*Hand-made, of highly elaborate and costly designs, suitable for Entrance Halls and Vestibules; also glazed for Fireplaces, Skirtings, and other Mural Decorations.*

MAJOLICA TILES.—*In both low and high relief, decorated with rich enamels of various shades, which cannot be excelled in any market.*

PRIZE MEDALS AWARDED AT VIENNA, PARIS, DUBLIN, AND MELBOURNE.

DRAWINGS, ILLUSTRATED PRICE LISTS, ESTIMATES, AND EVERY INFORMATION
RELATING TO DECORATIVE TILE-WORK, CAN BE OBTAINED
UPON APPLICATION AT THE WORKS.

STOKE-UPON-TRENT

OWNS DIRECT
RAILWAY
COMMUNICA-
TION with
Manchester.



DURING the last half-century the demands of English, Continental, and Colonial architects for decorative media, that combine absolute durability with the highest class of art decoration, have greatly stimulated the production of plain and ornamental tiles. While many firms have thus been induced to concentrate their attention on the attainment of the best results, few have achieved so great a success in this direction as the "**CAMPBELL TILE COMPANY.**" Founded by the then chairman of the great firm now known as Minton, Limited, the Company enjoyed from its commencement an intimate association with the highest standards of ceramic art. The result of many years' practical experience has been to maintain the already world-wide reputation of the firm for the permanence and remarkable beauty of its manufactures. Indeed, a glance through their exquisitely-printed pattern-books, or, better still, a visit to their show-rooms and extensive works at Stoke-upon-Trent, will furnish some idea as to the vast capacities in ceramic decorations that even yet await further development. Amongst the most noteworthy of the buildings which have been embellished with work from the Campbell Tileries have been Balmoral Castle, the Westminster



THE FAIENCE CORRIDOR, MUNICIPAL BUILDINGS, GLASGOW.

Aquarium, the Scarborough Aquarium, the Royal Bank of Scotland in Bishopsgate Street, the new buildings recently erected in Piccadilly for the National Provincial Bank, the Town Hall of Stoke-upon-Trent, and the magnificent Faience Corridor in the Glasgow Municipal Buildings; also the immense palace belonging to the Gwika of Baroda, one of the wealthiest of our Indian potentates.



VIENNA, 1873



PARIS, 1878

For Stoke-upon-Trent, see pages 82 and 347.

TAMWORTH

OWNS DIRECT RAILWAY COMMUNICATION
with London, Birmingham, Bristol, Man-
chester, Liverpool, Sheffield, and Leeds.

MANUFACTURE IN TAMWORTH.

TERRA-COTTA WORKS.



NATURAL HISTORY MUSEUM, S. KENSINGTON, LONDON.
(From a photograph by Messrs. Valentine & Son, Dundee.)
(See below.) A. WATERHOUSE, R.A., Architect.

TAMWORTH IS CELEBRATED FOR THE TERRA-COTTA AND GLAZED BRICK WORKS OF MESSRS. GIBBS AND CANNING. IT WILL BE INTERESTING TO ALL READERS, AND BOTH INTERESTING AND PROFITABLE TO MOST OF THOSE WHO ARE ENGAGED IN THE ARCHITECTURAL PROFESSION OR THE BUILDING TRADE, IF A FEW REMARKS BE INTRODUCED CONCERNING THE PRODUCTIONS OF THIS OLD-ESTABLISHED FIRM, AND ALLUSION ALSO BE MADE TO SOME OF THE MANY BUILDINGS IN WHICH THEY HAVE BEEN USED.

DECORATIVE BUILDING TERRA-COTTA IS THE CHIEF SPÉCIALITÉ HERE MANUFACTURED, AND WHEN IT IS SAID THAT THE WHOLE OF THE EXTERNAL AND INTERNAL FACE OF THE

NATURAL HISTORY MUSEUM, SOUTH KENSINGTON,

WAS PRODUCED IN TAMWORTH, IT WILL BE SEEN THAT ITS CHARACTER IS OF NO MEAN ORDER. THE TERRA-COTTA WORK USED FOR THE MAGNIFICENT INTERIOR OF THE VICTORIA LAW COURTS, BIRMINGHAM, WAS ALSO MADE AT TAMWORTH. OTHER SPECIMENS MAY BE SEEN IN THE THEOLOGICAL COLLEGE, BIRMINGHAM; THE PRUDENTIAL INSURANCE OFFICES, HOLBORN AND PORTSMOUTH; KENSINGTON COURT MANSIONS AND CENTRAL TECHNICAL INSTITUTE, SOUTH KENSINGTON; ST. MARGARET'S MANSIONS, VICTORIA STREET, WESTMINSTER; THE LONDON AND SOUTH-WESTERN BANKS, CAMBERWELL AND BOW; THE HUGH MYDDELTON SCHOOLS, CLERKENWELL; THE ROYAL AQUARIUM, GREAT YARMOUTH; GIRTON COLLEGE, CAMBRIDGE; HÔTEL MÉTROPOLE (PART), BRIGHTON; LONDON AND YORKSHIRE BANK, SCARBOROUGH; ALL SOUL'S CHURCH, EASTBOURNE; AND NUMEROUS OTHER BUILDINGS, INCLUDING A MANSION, "YATTENDON," FOR A. WATERHOUSE, ESQ., R.A.

GIBBS AND CANNING, LIMITED, THE GLASCOTE WORKS, TAMWORTH.

General Manager, Mr. EDWIN WALKER.

SPECIALITIES—

—★—
ARCHITECTURAL TERRA-COTTA,
WHITE GLAZED BRICKS, GLAZED SANITARY PIPES,
CANE-COLOUR GLAZED SINKS,
BLUE AND BRINDLED BRICKS.

Estimates given from Architects' Specifications.

Illustrated Lists and Prices on Application.

TAN-Y-BWLCH

OWNS DIRECT RAILWAY COMMUNICATION with all parts of Great Britain.

THE OAKLEY ARMS HOTEL

IS SITUATED AT
TAN-Y-BWLCH,
IN THE BEAUTIFUL
VALE OF FESTINIOG.

This superior establishment offers all the inducements of beauty and variety of scenery. The Hotel is nicely sheltered on gently rising ground, and for moderate charges and every comfort will be found unsurpassed by any in the Principality.

A
POSTAL
TELEGRAPH
OFFICE
IS IN
THE HOTEL



THE OAKLEY ARMS HOTEL, TAN-Y-BWLCH.

HOT
AND
COLD
BATHS.
LAWN
TENNIS.

THE Grounds of
W. E. Oakley;

Esq., to which visitors to the Hotel have access, are kept in the highest state of cultivation. Excellent Angling and Boating can be had in the immediate neighbourhood. The most Romantic Waterfalls in Wales are only three miles distant. The Hotel is within one mile of the Tan-y-Bwlch Station on the Festiniog Railway, and two and a half from Maentwrog Road on the Great Western Railway.

A CONVEYANCE MEETS MOST TRAINS.

L. J. RAE, Proprietress.

WATFORD

OWNS DIRECT RAILWAY COMMUNICATION with Euston and Broad Street (City), also with all parts of the London and North Western Railway.



THE
ATTRactions
 OF
WATFORD
 AND THE DISTRICT
 FOR
RESIDENCE.



HIGH STREET, WATFORD.
 (From a photograph by F. Downer, Watford.)

WHOSE who are contemplating a change of residence may profitably consider the attractions offered by WATFORD. The town is most conveniently situated, and possesses an admirable railway service, having some fifty trains running daily each way to and from London, many of them accomplishing the journey in half an hour, greatly to the accommodation of gentlemen who have business engagements in the City or the West End; furthermore, being upon the main line of the London and North Western Railway, it has excellent communication with all parts of the country. Residential properties to meet all requirements may generally be obtained. The air is health-promoting, the sanitary arrangements are good, the water is pure and plentiful, the streets are well kept, and the surroundings are very picturesque. WATFORD also possesses good clubs and all the usual accessories that go to make life pleasant and healthful, while the fact that the last train leaves London at 12 o'clock midnight enables residents to avail themselves of the amusements of the West End of London as easily as if they resided in London itself.

A MONTHLY LIST OF PROPERTIES

IS PUBLISHED BY, AND MAY BE OBTAINED GRATIS OF,

SEDGWICK, SON, & WEALL,

LAND AGENTS, SURVEYORS, AND AUCTIONEERS,

AT THEIR OFFICES, HIGH STREET, WATFORD.

WATFORD

ESTABLISHED 60 YEARS.

ROWSE BROTHERS,

GENERAL MERCHANTS,
FURNITURE REMOVERS,
AND DEALERS IN
COAL, CORN,
AND
BUILDING MATERIALS.

THE WATFORD
and WEST HERTFORDSHIRE
FURNITURE DEPOSITORY,
101, HIGH STREET.

WAREHOUSES AND STORES--LOATES LANE.



OWNS DIRECT RAILWAY COMMUNICATION with
the principal Cities of the Midland Counties,
Lancashire, Yorkshire, and the North.

CHIEF
DEPARTMENTS.

FURNITURE REMOVALS.

ROWSE BROTHERS are in a position to undertake the Removal of Furniture and Effects by Road, Rail, or Sea, from and to any part of the World. Commodious Panthecon Vans. Careful Packers. All Risks Taken. Estimates Free. Moderate Charges. Rowse Brothers' Testimonials as to the care, attention, and successful Removal of Goods are in the highest degree satisfactory, and may be seen on application.

FURNITURE DEPOSITORY.

ROWSE BROTHERS, "Watford and West Herts Furniture Depository." Extensive Warehouses and Premises at 101, High Street and Loates Lane, where Furniture, Carriages, Bicycles, Tricycles, and all descriptions of Goods and Merchandise can be Stored in Dry and Well-ventilated Warehouses. Lock-up Rooms if desired. Terms very moderate.

COAL AND COKE.

ROWSE BROTHERS have always in stock at their various Depôts a large assortment of Coals from the best Collieries in the Kingdom. Rowse Brothers' opinion is that the Best Coals are the Cheapest, therefore their great care has been to select Coal of the highest character. At the same time they keep coal at prices to suit all classes. All Coals are well screened and weight guaranteed. Buyers of Truck Loads supplied on Colliery Terms and at any stations. Rowse Brothers run their own Railway Wagons, keep fine Teams, and employ civil and obliging Servants. Contracts taken. Coal Depôts at Watford, Bushey, Pinner, Kings Langley, Rickmansworth.

CORN AND FODDER.

ROWSE BROTHERS are prepared to supply all descriptions of Grain and Fodder at the lowest market prices.

QUOTATIONS ON APPLICATION.



THE PARISH CHURCH, WATFORD,
(From a photograph by F. Downer, Watford.)

WATFORD

OWNS DIRECT RAILWAY COMMUNICATION, via
the traffic systems south of the Thames, with the
Channel Islands and the Continent.

P. H. FOWLER,

IMPORTER OF
JERSEY AND

GUERNSEY

COWS

TO

H.R.H.



THE

PRINCE OF WALES.



TRAINS

TO AND FROM

EUSTON

SQUARE

HALF-

HOURLY.

DEPOT—

THE CLARENDON REPOSITORY,

WATFORD STATION,

HERTFORDSHIRE.

CHOICE HERD OF CHANNEL ISLAND COWS, HEIFERS, AND PEDIGREE BULLS
ALWAYS ON SALE.

Fresh Importations Weekly.

Telegrams—"Fowler, Watford."

SHIPPER TO ALL PARTS.

WATFORD

OWNS DIRECT RAILWAY COMMUNICATION with the chief London, Suburban, and Provincial railway stations.



BENSKIN & Co.,

CANNON BREWERY,
HIGH STREET.

AGENCIES.

CROYDON.
REIGATE.
BECKENHAM.
DUNSTABLE.
ST. NEOTS.
ILFORD.
UXBRIDGE.
ST. ALBANS.
LEIGHTON
BUZZARD.



THE CANNON BREWERY, WATFORD.

PALE AND MILD ALES, STOUT, AND PORTER,

(IN CASK OR BOTTLE)

AS SUPPLIED TO THE
HOUSE OF COMMONS REFRESHMENT
DEPARTMENT.

CUSTOMERS residing in London or the Suburbs are respectfully requested to send their orders to the Firm's London Stores, Chalk Farm Road, N.W., where a large stock of carefully-selected Beer of every description is always kept for immediate delivery.

COUNTRY CUSTOMERS should forward their orders either direct to the Brewery or to the nearest of the Firm's Agencies.

MESSRS. BENSKIN & COMPANY'S celebrated brewings, labelled "LIGHT SPARKLING ALE" and "LIGHT GRAVITY STOUT," are now bottled exclusively by the well-known firm of Messrs. M. B. POSTER & SONS, Limited. Orders can be addressed direct to Watford, to any of the Retail Agents, or to Messrs. M. B. Poster and Sons, Limited.

LONDON STORES—GOODS DEPÔT (London and North Western Railway)

Daily deliveries in London and Watford, and frequent deliveries throughout the provincial district agencies.

CHALK FARM ROAD, N.W.



HIGH STREET, BEDFORD.

BEDFORD.

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	a.m.	a.m.	a.m.	a.m.	a.m.
EUSTON ... dep.	8 44	9 2	9 32	10 2	10 20
WATERLOO arr.	9 15	9 37	10 2	10 37	10 55

	a.m.	p.m.	p.m.	p.m.	p.m.
EUSTON ... dep.	11 28	2 25	3 33	4 23	4 55
WATERLOO arr.	12 3	3 0	4 6	4 58	5 30

	a.m.	a.m.	a.m.	a.m.	a.m.
WATERLOO dep.	9 20	9 42	10 5	10 42	11 10
EUSTON ... arr.	9 50	10 16	10 35	11 16	11 45

	noon	p.m.	p.m.	p.m.	p.m.
WATERLOO dep.	12 30	3 5	4 11	5 3	5 40
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For Omnibus Services from Euston to Waterloo, see page 464.

INDEX TO ILLUSTRATIONS.

	PAGE		PAGE
A BERYSTWYTH University ...	280	Bowness, The Belsfield Hotel	Map 118
Aberystwyth ...	Map 270	Brander, The Pass of ...	157
" The Devil's		Burton, Allsopp's Breweries ...	70
" Bridge	Map 270	Bushey, The Hall ...	427
Abergeldie Castle ...	177	Buxton, The Crescent and Baths	Map 350
"Allan" Steamship ...	Map 312	" The Gardens ...	349, Map 350
Allegghany Mountains, The Horseshoe		" The George Hotel ...	Map 350
Curve ...	Plan 212	" The Palace Hotel ...	Map 350
Ambleside, Stock Ghyll Force	Map 118	" The Pavilion ...	Map 350, 456
"American" Steamship	Facing cover 2	" View of ...	348
"Anchor" Steamship ...	Plan 134		
Arms of Bangor ...	Map 88	C ANADIAN Pacific Steamship ...	419
" Belfast ...	265	Canadian Pacific Train ...	418
" Birmingham ...	375	Canterbury Cathedral, The	
" Chester ...	430	" Bell Harry " Tower	Plan 318
" Droitwich ...	431	Cambridge, The Fitzwilliam Museum	406
" Dublin ...	243	Cardiff Castle, The Keep ...	300
" Edinburgh ...	126	Carlisle, The Castle Keep ...	456
" Glasgow ...	134	" Cathedral, The Choir ...	117
" Guernsey ...	Map 290	Chester, A Bit of Old ...	430
" Harrow School ...	36	" Bridge Street ...	457
" Hertfordshire ...	427	" King Charles's Tower ...	457
" Huddersfield ...	424	" Eastgate Row ...	429
" Jersey ...	Map 290	" The Grosvenor Hotel ...	428
" Lancaster ...	437	" The Cathedral ...	210, 457
" Leamington ...	438	" The Rows ...	213, 457
" Liverpool ...	315	" The Town Hall ...	456
" Llandudno ...	Map 88	Clifton, The College ...	302
" Manchester ...	342	" The Suspension Bridge ...	302
" Newport ...	442	Clyde, The Falls of the ...	124
" Rugby School ...	62	"Columba," The Steamship ...	Map 146
" Shrewsbury ...	446	Colwyn Bay, The Pwllcrochan Hotel	219
" Stoke-upon-Trent ...	448	Coniston Lake ...	204
" Watford ...	452	Connemara, Bennebeola Mountains	256
Ashbourne, The Parish Church	Plan 362	Cong Abbey, Ruins of ...	257
		Conway Castle ...	228
B ALLYSHANNON, The Salmon		Corridor Express, The West Coast ...	50
Leap ...	262	Coventry, House in Bailey Lane ...	370
Balmoral Castle ...	178, Plan 402	" Ford's Hospital ...	371
Bangor, The Suspension Bridge	Map 88	Cromer Cliffs ...	Plan 406
Baveno, The Lago Maggiore	Plan 400	" Cunard " Steamship ...	Facing Preface
Bedford, Bunyan's Cottage, Elstow	404		
Bedford, The High Street ...	456	D ARGLE, View on the ...	269
Belfast Steamship "Magic" ...	Plan 266	Denstone College, Staffordshire	
Bettws-y-Coed, The Conway Valley	224	Facing Preface	
" The Fairy Glen ...	225	Derwentwater, Lake ...	194
Birmingham, View from Snow Hill ...	419	Dining Car, The First Class ...	52
" The Corporation Museum		" The Third Class ...	53
and Art Gallery	374, 377	"Dominion" Steamship ...	xvi
Bodelwyddan Church ...	217	Donegal, Carrigan Head ...	263
Borrowdale ...	195	Dovedale, The Approach to ...	72
Bournemouth, The Pier	Cover 3	" The Straits ...	Plan 362
Bowness ...	Map 178	Dover, The Castle ...	Plan 318, 424

INDEX TO ILLUSTRATIONS (continued).

	PAGE		PAGE
Droitwich, St. Andrew's Baths	Plan 378	Inverness Cathedral	... 167
Worcestershire Hotel	... 431	" Isle of Man " Steamship	... xvi
Dublin, The Custom House Quay	... 243		
" Sackville Street	... 244	K ENILWORTH Castle	... 384
" St. Patrick's Cathedral	Plan 246	Kenmore, Bridge of Tay	... 154
" St. Stephen's Green	... 245	Kensington, The Natural	...
" Trinity College	... 246	History Museum, South	... 450
Dunluce Castle	... Plan 266	Keswick, Greta Hall	... 458
Dunstaffnage Castle	... 158	" Hotel and Skiddaw	Map 118
		" Pencil Works	... 458
E DINBURGH, The Castle	... 130	Kilchurn Castle	... 156
" Holyrood Palace	127	Killala, Round Tower at	... 258
" Princes Street	129	Killarney	... Map 240, 250
" Scott Monument	132	" Great Southern Hotel	... 436
" View of the	131	Kirkstone Pass	... 185
" Castle	Plan 126		
Euston Station, The Great Hall	... 31	L ANCASTER, The Town Hall	437
		" The Castle Gate	107
F ALMOUTH, The Harbour	... 311	Leamington, The College	... vi
" Hotel, The	Map 368	" The Girls' High	...
Folkestone, The Beach	Plan 318	" School	... vii
		" The Parade	... 380
		" The Pump Room	381
		" The Regent Hotel	438
		" Warwick Castle,	...
		near	... 439
G ILL, County Sligo, Lough	... 263	Leeds, The Town Hall	... 459
Glasgow, The Cathedral	... 138	" Ruins of Kirkstall Abbey	... 362
" The Central Hotel	... x	Leicester, The Clock Tower	... 389
" George Square	136	Lichfield, Dr. Johnson's Birthplace	...
" The Municipal Build-	...	" Statue	... 459
ings	... 433, 449	" The Swan Hotel	... 459
The University	... 432	" Cathedral, The West Front	78
Glencoe, The Pass of	... 159	Little Brington, Home of the Wash-	...
Glendalough and the Seven Churches	270	ingtons	... 408
Glenarriff, Bantry Bay from	253	Liverpool, The Compton Hotel	... xii
Glen Tilt	... 105	" The Lime Street Hotel	... 320
Great Brington, Northamptonshire	61	" Princes Landing Stage	... 316
" Church, The Wash-	...	" The Shaftesbury Hotel	... 460
ington Tomb	... 409	" St. George's Hall	... 440
Grange-over-Sands	... 200	" The Guildhall	... 441
Grasmere Church	... 189	Llandrindod, The Lovers' Leap	... 284
" The Prince of Wales Hotel	Map 118	Llandudno	... Map 88, 220
Gourock, The Station and Pier	... 140	" The Esplanade	... Map 88
Guernsey, Castle Cornet	... Map 290	" The Happy Valley	Map 88
		" The Pier	... Map 88
M ARLECH Castle	... 237	London, Brighton, and South Coast	...
Harrogate, The Old Well	... 458	Watering Places	... Plan 56
Station Bridge Road	458	London and North Western Family	...
Harrow, Houses at	... 37	Omnibus	... 32
Hastings	... Plan 318	" Goods Engine	... 87
Hereford, The Cathedral	... 296	" Passenger Engine	86
Holyhead Hotel and Station, The	... 240	Ludlow Castle	... 294
Houses of Parliament, The	... 465		
Huddersfield, The Parish Church	... 434		
		M ACDHUI, Ben	... 175
I LFRACOMBE, The Harbour, Map 368		Man, Bradda Head, Isle of	... 337
" The Parade, Back cover		" Rhenass Waterfall, Isle of	338
Inverness, The Caledonian Hotel	435		

INDEX TO ILLUSTRATIONS (continued).

	PAGE		PAGE
Man, King William's College, Isle of		SALISBURY, The Cathedral ...	464
Map facing Preface		Shrewsbury, The High Street	446
Manchester, The Grammar School ...	344	" The Grammar ...	
" The Town Hall ...	343, 460	" School ...	462
" The Victoria Hotel, Plan	344	" The Market Place	276
" The Royal Exchange ...	460	" Palin's Old Cake	
" The Assize Courts ...	461	" Shop ...	461
Menai Straits, The ...	238	" Perseverance Works	462
Moffat, Hartfell, near ...	122	Skye, Dunvegan Castle, Isle of ...	169
Moness, The Falls of ...	163	Stafford, The Parish Church ...	463
Morecambe, The Promenade	109	" The Shire Hall ...	462
Moville, near Londonderry ...	146	St. Alban, The Shrine of ...	42
		St. Annes-on-the-Sea ...	Plan 344
NANT Francon, The Pass of ...	234	St. Asaph, The Cathedral ...	217
Naples, The Bay of ...	425	St. Clair Tunnel, The ...	420
Newport, The Westgate Hotel	442	Stephenson's Locomotive Engine ...	88
Newquay, The Atlantic Hotel Map	368	Stirling, The Castle ...	150
" The Sands ...	310	Stratford-upon-Avon, Shakespeare's	
New York, The Liberty Statue ...	323	Birthplace ...	410
Niagara Falls, The ...	421	Stoke-upon-Trent, Mintons' Ceramic	
"North German Lloyd" Steamship	ii	Gallery ...	447
		" The Town Hall ...	448
OXFORD Cathedral ...	400	Southport, Lord Street ...	375
" The Clarendon Hotel	443	" The Lake ...	Map 350
		" The Promenade ...	Map 350
PEEBLES, from the Tweed ...	123	Suez Canal, The ...	416
Penmaenmawr ...	230		
" Hotel, The Map	206	TAMWORTH, The Castle ...	463
Perth, Pullars' Dye Works ...	Plan 134	Tan-y-Bwlch, The Oakley Arms	
" Tay Street ...	161	Hotel ...	451
Pennsylvania Limited, The ...	Plan 212	Taunton, St. Mary's Church ...	303
" " Drawing Room		Tenby, from the South Cliff ...	288
" " Car Plan	212	Torquay, from Waldron Hill ...	306
Penrith, The George Hotel ...	444	" The Harbour ...	Map 290
Penzance, The Esplanade ...	312	" The Imperial Hotel	Map 368
Peterborough, The Cathedral ...	392	" The Osborne Hotel	Map 368
Portrush, The Giant's Chimney Tops	267	Trossachs, Ben Venue from the ...	151
Preston, The Park Hotel ...	98		
		WARRINGTON, The Parish	
QUEENSTOWN, The Station		Church ...	463
and Landing Stage ...	254	" The Town Hall	463
Queen's Train, The ...	417	Warwick, Leicester Hospital	Map 396
" Saloon, The ...	417	" The Grammar School, Map	396
		" Castle, Guy's Tower	Map 396
RAMSGATE, The Sands ...	424	" The Beauchamp Chapel ...	383
Ripon, The Cathedral ...	i	Washington, The Capitol ...	Plan 212
" Fountain's Abbey, near	i	Watford, The Cannon Brewery ...	455
Rhayader, The Cwm Elan Valley ...	285	" Cashibury Park ...	454
Rhyl, The Pavilion ...	461	" The High Street ...	452
" St. Thomas's Church ...	461	" The Parish Church ...	453
Roche Point, off Queenstown ...	334	West Coast Express, The Guard of the	54
Rocky Mountains, The Banff Hotel	419	"White Star" Steamship ...	32
Rome, The Arch of Titus ...	Plan 405	Wellington, The Old Hall School	
Rugby School, The Gateway ...	63	Map facing Preface	
" The Portland Cement Works	445	Windermere Hotel, Rigg's ...	Map 118
Rydal Mere ...	187	" Lake ...	182, 184
" Mount ...	188	Woburn Sands, The Knoll	
		Map facing Preface	

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